

# ATLANTIC FISHERMAN

JULY  
1949

## Each Towed 490 Tons 560 Miles



Photo by Corps of Engineers, U. S. Army

ABOVE: There she goes — a 490 ton burden hauled safely with Columbian 9" Manila by Coyle Lines of New Orleans.

RIGHT: Here she is again—hauling another 490 ton section—except this time Columbian 5½" Nylon proves she can do it too!

## ...And Both Did An A-1 Job!

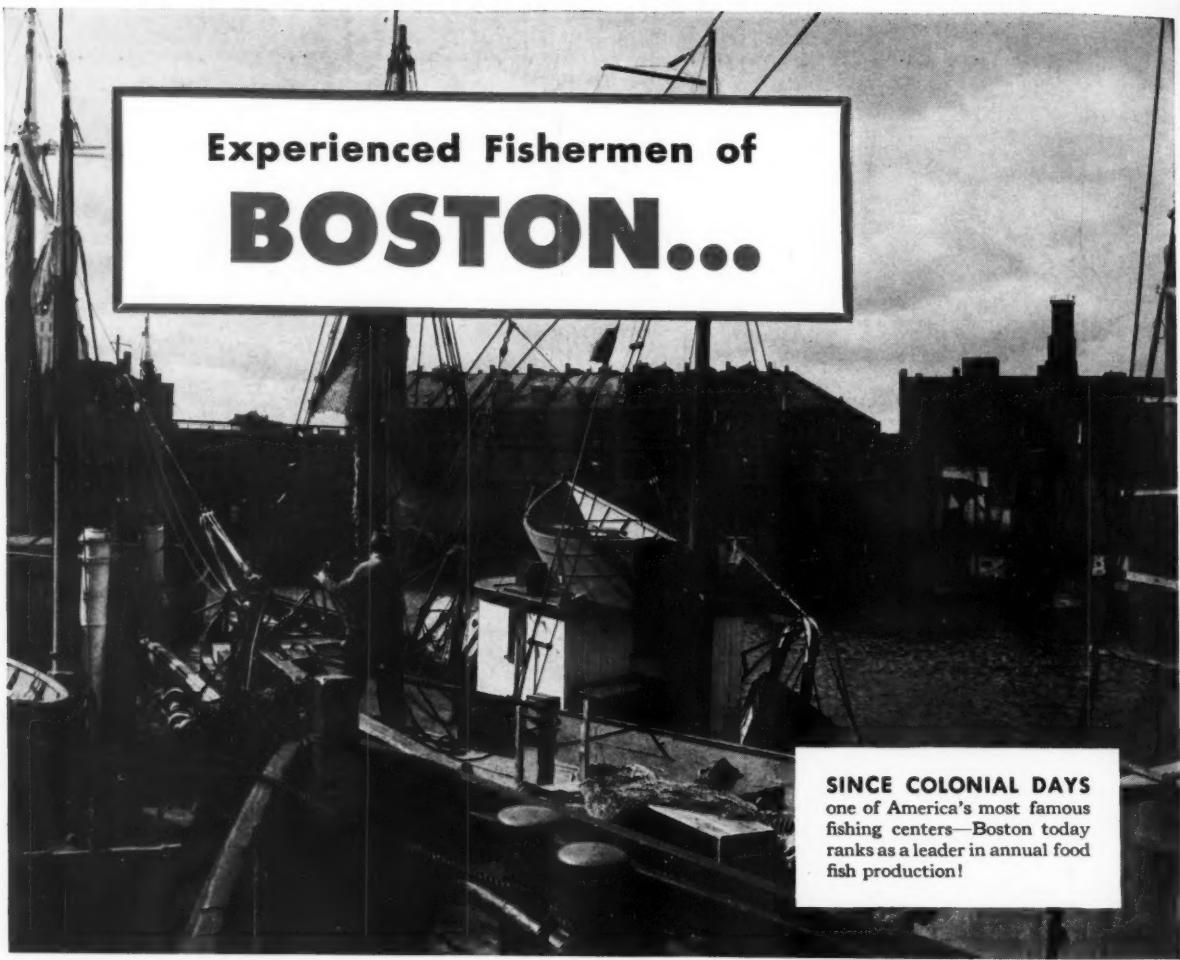
Chug, chug, chug, chug! The Coyle tugs haul 490-ton sections of the Galena Park-Pasadena, Texas Tunnel through the Intracoastal Canal. They haul with confidence, too — because these long time users of Columbian Rope know they can depend on Columbian every mile of the difficult voyage.

On two of these three sections, good old Columbian 9" Manila did its usual yeoman's service. On the third section, Columbian 5½" Stabilized Nylon Rope was used. And it carried out its strenuous task like a veteran—flawlessly—in the true Columbian way. Crew found Columbian 5½" Stabilized Nylon especially easy to work with, too.

Columbian's exclusive stabilizing process makes quite a yarn. Wet or dry, Columbian Nylon is easier to handle—to splice—to knot. Stretches under stress—yet resumes normal length when force is removed. It's naturally waterproof and can be stored immediately. Yes, sir—no finer Nylon Rope than Columbian!

**Columbian ROPE COMPANY**  
310-80 GENESEE STREET  
AUBURN, "The Cordage City", N.Y.

**There is No Finer Rope!**



**SINCE COLONIAL DAYS**  
one of America's most famous  
fishing centers—Boston today  
ranks as a leader in annual food  
fish production!

# RELY ON **Mobil Marine Service**



SOCONY-VACUUM OIL COMPANY, INC., and Affiliates: MAGNOLIA PETROLEUM COMPANY, GENERAL PETROLEUM CORPORATION

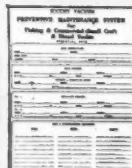
**I**N 1948, the Boston fleet landed a total catch of 200 million lbs.—valued at \$16,000,000.

To make the greatest number of profit trips to the fishing banks, experienced Boston fishermen keep main engines at full-power opera-

tion with top-quality Gargoyle Marine Oils . . . rely on famous Mobil Marine Service to avoid time-wasting port delays.

Take a tip from Boston's great backlog of experience! Insist on Gargoyle Marine Oils!

### **NOW—Get these Proved Lubrication Aids**



To keep accurate record of your ship's lubrication service, ask for new "Maintenance" form.

Ask, too, for new Lubrication Chart—gives recommendations for correct lubrication of all shipboard equipment.



THINGS FISHERMEN TRUST



the pharmacist whose  
skill and knowledge  
is always ready...

...the net that  
boats good catches

For generations, men who fish America's seas and inland waters have trusted Gold Medal Netting. Ask your supplier, ask other net-wise friends—they'll all tell you "Gold Medal is fine netting."

# Gold Medal Netting

THE LINEN THREAD CO., INC.  
(Successors to American Net and Twine Company)

418 GRAND STREET, PATERSON 1, NEW JERSEY  
New York 17, N.Y. • Chicago 10, Ill. • Philadelphia 6, Pa. • San Francisco 5, Cal.  
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Makers of fine netting for 107 years

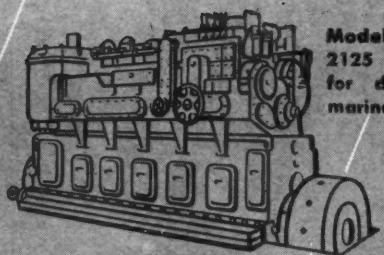
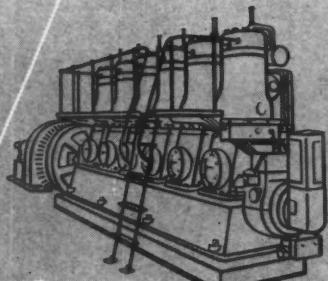
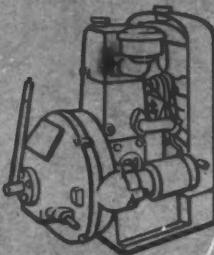


#### GOLD MEDAL SEINE TWINE—

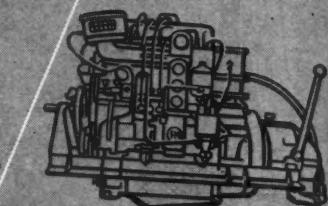
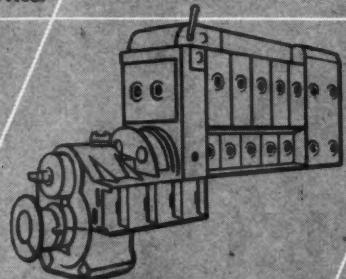
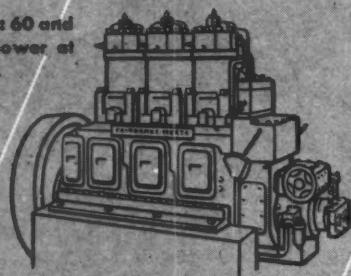
For hand-knitting, hanging and mending, get the same high-quality twine that Gold Medal Netting is knit from. Ask for and be sure you get Gold Medal.

Other Netting Products: AN&T Cey Linen Gill Netting • Gold Medal Sea Island Cotton Gill Netting • Plymouth Rope • A Complete Line of Netting Accessories

**Model 45B:** 5½ horsepower engine for stationary and marine service.

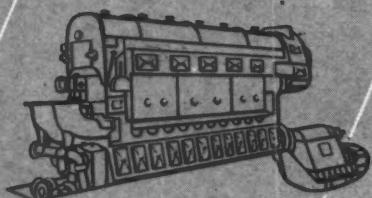


**Model 42:** 60 and 90 horsepower at 450 r.p.m.



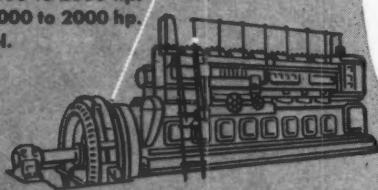
**Model 31:** Horsepower from 175 to 500; with 2 to 1 reduction gears optional for marine service.

**Model 48 Marine Engine:** Also available for stationary or portable service. 3.5 to 80 hp.



**Model 38 Opposed-Piston Engine:** Horsepower from 960 to 1920 with 2 to 1 reduction gear for marine service.

**Model 33 Stationary Engine:** 500 to 2000 hp. Diesel, 1000 to 2000 hp. Dual Fuel.



## **When it comes to Diesel Power... From 3.5 hp. to 3500 hp.**

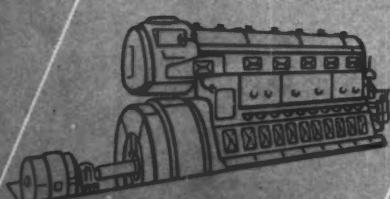
Low-cost, efficient power for all marine services ... modern, dependable power for newest, fastest road locomotives ... economical power for largest to smallest municipal and industrial plants ... Fairbanks-Morse is the proved source for the full range of diesel applications. For skilled assistance and impartial recommendation for the diesel for your specific service, write Fairbanks, Morse & Co., Chicago 5, Ill.



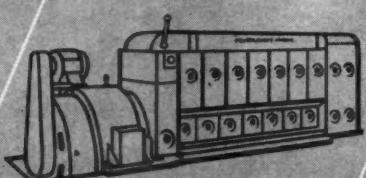
**FAIRBANKS-MORSE**

**A name worth remembering**

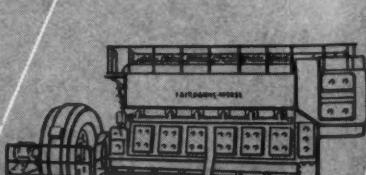
DIESEL LOCOMOTIVES • DIESEL ENGINES • PUMPS • SCALES  
MOTORS • GENERATORS • STOKERS • RAILROAD MOTOR  
CARS and STANDPIPES • FARM EQUIPMENT • MAGNETOS



**Model 38 Opposed-Piston Engine:** 960 to 1920 horsepower at 720 r.p.m.



**Model 31:** Diesel generating set with kw. ratings from 118 to 360. Marine and stationary—Dual Fuel available in larger sizes.



**Model 31:** 2100 to 3500 horsepower diesel or dual fuel engine for heavy-duty stationary service.

## Consistent Advertising Is Needed Now

In his address at the recent Oyster Convention, Gordon Sweet of H. C. Rowe & Co., New Haven, Conn., pointed out that the change from a seller's to a buyer's market poses critical problems which we must not expect the Government to solve for us. "The remedy lies largely within the industry, and above all in the intelligence, foresight, and courage of the individual members," he said. The highest possible standard of quality is the first requirement. He recommended the employment of the services of public relations counsel to publicize every newsworthy aspect of our business, "to the end that our product will be brought continually to the attention of the public," and that the Oyster Institute should provide certain selling aids at point of sale.

The annual report of the Fishery Council of New York, presented at its meeting last month, contained the following comments regarding fish and shellfish publicity:

"Your Fishery Council is engaged in neither buying nor selling and can report to you only on an intangible asset—the good will earned by its publicity and promotion efforts among consumers.

"How this good will affects the annual reports of individual Fishery Council members is, of course, the paramount concern. The figures in these reports, while potentially bright, at present are dimmed by the sales campaigns of meat, poultry, egg, dairy and vegetable industries—all of them bidding with tongues equal to or more powerful than our own, for the good will we seek.

"The Council's publicity program produced hundreds of stories on fish and shellfish in newspapers and magazines. Radio and television were used as much as possible to build good will.

"Perhaps the greatest single educational medium at the disposal of the Council is the recipe booklet 'Fish 'n' Tips'. In addition to the requests which have come in through newspaper and radio publicity, thousands have been distributed through retail stores. Store owners have cooperated by turning in to the Council the names of their customers, and many report that it has helped sales considerably."

It is evident from the above comments that the fishing industry needs to expand its advertising and publicity programs. With normal marketing conditions at hand, we can expect other food industries to intensify their efforts to get an increased share of the consumer dollar.

Today, the fishing industry is in enviable position. Recent strides in processing, packaging and transportation have made possible the nation-wide distribution of most fishery products. War-time shortages of other foods caused many people to become better acquainted with fish, with the result that there now are many new regular fish eaters.

Yet, even with a  $\frac{1}{4}$  pound increase in per capita consumption of fish last year, a recent survey shows that only 56.6% of the families polled use fishery products. While this figure compares favorably with the 1942 figure of 48%, it indicates that there still is a vast untapped market for fish and shellfish.

The first full page, four-color advertisement ever run by the fishing industry was published by the National Fisheries Institute in the May issue of the *Woman's Home Companion*. Headed "Fish and Shellfish Save Work...Save Money!", the advertisement featured five recipes for fish and shellfish dishes, including quick oven-fried fillets, broiled halibut steak, baked whitefish, curried shrimp with rice, and canned fish casserole. It pointed out ease of preparation and large variety available, as well as health values, and contained a coupon offering a free guide, "Fish and Shellfish Cookery Made Easy".

Advertising such as this is what the industry needs regularly. The consumer must be reminded continually about the desirable qualities of fish and shellfish. Only in this way can the industry expect to maintain and develop the demand for its products.

A properly conceived program of advertising and publicity will pay untold dividends in increased sales. It is the industry's best insurance for continued prosperity. Everyone from producer to retailer must become advertising-minded and lend his full support to the organizations that are promoting the sale of fish and shellfish.

# ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

The Magazine for Fish and Shellfish Producers  
On Atlantic Coast, Gulf of Mexico, Great Lakes

VOL. XXX

JULY 1949

NO. 6

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# Show's its Heels to Competition

Men who fish for fun want to get there in a hurry, spend the most hours where the fishing is best, and get back to the docks on time. As a result, competition among charter and party fishing boats everywhere is the keenest, and boats powered for speed and dependability get the business.

That's why Captain Pete Devaine, Cape May, N. J., repowered his *Gloria* with a Model NHMS-602 Cummins Diesel. A Cummins Diesel user for seven years, he knew they were dependable. Now Captain Devaine gets the additional speed he needs with his supercharged 275 hp Cummins Diesel. The 54-foot *Gloria* makes up to 15 knots . . . shows its heels to competition.

Ask your Cummins Dealer for details of how Cummins Highspeed Marine Diesels can improve performance and cut operating costs on your job.

Cummins Engine Company, Inc., Columbus, Indiana



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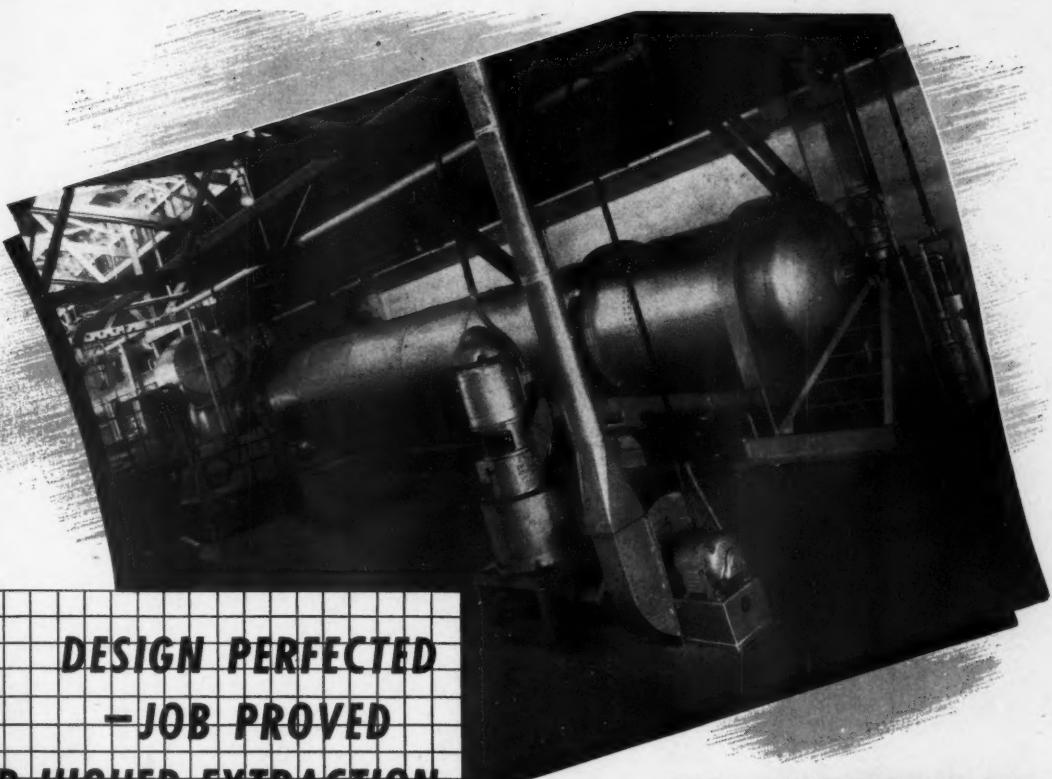
Branches: 276-278 Badger Ave., Newark, N. J.; 16 Watervliet Ave., Albany, N. Y.; Big Tree Road and McKinley Parkway, P. O. Box 516, Blasdell, N. Y.; 3565 Erie Blvd. E., Syracuse, N. Y.

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- 'Round-the-clock service

Can You Afford Any  
Other Power?



**DESIGN PERFECTED  
— JOB PROVED  
FOR HIGHER EXTRACTION  
AT LOWER COST**



**ENTERPRISE VERTICAL MILLS**

Four sizes, 17 models. Interchangeable screens of varying mesh; grinds the full revolution of the rotor utilizing 360° effective discharge area.



**CONTINUOUS SCREW PRESSES**

Three sizes with exclusive variable pitch, variable diameter alloy steel screw. 9 to 1 reduction offers maximum valuable oil extraction and dewatering.



**CONTINUOUS SCREW COOKERS**

In steam jacket and direct steam types. Advanced design of drainage discharge screen affords maximum separation and drainage of liquids.



**CONTINUOUS ROTARY DRYERS**

Double riveted construction of single piece steel shell sections provide extra strength and rigidity.

In addition to these and other standard major and auxiliary units, Enterprise builds special units to specifications. For dependable engineering take your equipment problems to Enterprise — leaders since 1886.



**THE ENTERPRISE  
*Continuous Flow*  
FISH REDUCTION SYSTEM**

5, 10 or 100 tons per hour — whatever your plant capacity requirements — you can handle it faster at lowest cost with an Enterprise Continuous Flow Reduction System. Each individual Enterprise unit embodies many exclusive and improved features, and is designed and built with proper load balance and heavy duty construction for continuous peak load material handling.

High-profit plants throughout the world have for years relied on Enterprise equipment for best results. Investigate Enterprise process equipment for your needs, either for complete plant or individual units.

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# Surrette

SPECIAL SERVICE  
MARINE BATTERIES



**Used for Engine Starting  
on new Sardine Carrier  
"HENRY O. UNDERWOOD"**

The trim new 70 ft. sardine carrier "Henry O. Underwood" is owned by Wm. Underwood Co., Jonesport, Maine. Built by General Seafoods Shipyard, Rockland, from Eldredge-McInnis design, she is one of the best equipped vessels in the sardine fleet. Two sets of 32-volt Type HHG-21 Surrette Marine batteries are used for starting her 160 hp. Diesel engine as well as for power and lights.



One of the sets of Surrette Batteries in the "Henry O. Underwood"

Surrette HHG Marine batteries are so designed that they may be used for engine starting as well as lights and power. Available in a complete range of all capacities and voltages, they truly represent the best value to be had for commercial fishermen and workboats.

Install Surrette Marine batteries, first choice of the fishing fleet. They cost less because they last longer. Available through dealers from Maine to Texas who are anxious to serve you.

If you are not now using Surrette batteries it will be to your advantage to investigate them before replacing. Your inquiries will receive prompt attention.

THE SURRETTE  
STORAGE BATTERY CO.  
SALEM, MASS.



## Sounding-Lead

**IMPORTS**—Cod, haddock, hake, pollock, cusk, and rosefish imports amounted to 2,885,049 lbs. in May, a decrease of almost 1½ million pounds compared with the same month in 1948. During May of this year, groundfish imports of 2,780,123 lbs. came from Canada and 104,926 lbs. from Norway. Last year's May imports comprised 4,078,570 lbs. from Canada and 206,450 from Iceland. For the five months ending in May, 1949, total imports were 20,745,821 lbs. compared with 20,878,087 lbs. for the same period last year.

Since both the House Merchant Marine and Fisheries Committee and the House have rejected the findings of the State Department on the effect of fish imports on the domestic industry, movements are underway in Congress to have another investigation made by qualified Governmental agencies. At the same time, Norway has made a direct appeal to ECA to do something about our import restrictions that would bar the importation of Norwegian frozen fish.

Imports of shrimp from Mexico during May amounted to 1,373,995 lbs. This was 646,000 lbs. less than April and 300,000 lbs. more than during May 1948. Total for the first five months of this year was 12,955,184 lbs. as compared with 9,864,150 lbs. for the same period last year.

**LEGISLATION**—Included in fisheries legislation being processed is a House resolution, which has been passed and sent to the Senate without amendment, authorizing a continuing Fish & Wildlife Service study of the Atlantic Coast shad. Another House resolution, introduced and now before the Committee on Ways and Means, calls for a bill to encourage the prevention of stream pollution. Still another resolution, reported to the House by the Committee on Merchant Marine and Fisheries, concerns Federal aid to the States in a fish restoration and management project.

The Senate Committee on Interstate and Foreign Commerce is studying a bill to authorize the regulation of whaling and to give effect to the International Convention for the Regulation of Whaling.

A resolution recently introduced in the Senate calls for an investigation to determine what legislation would be necessary to define and delimit the territorial waters of the U. S. Such definition, among other things, would give due regard to development and utilization of the resources of the marginal seas.

As soon as the President signs H. R. 5240, which was passed by the Senate on June 30, controls on oils and fats imports, which ended June 30, may be continued until January 1, 1951. The Department of Commerce is continuing with its import restrictions on oils and fats because the domestic market is swamped.

In rejecting the Saltonstall amendment to the Agriculture Research and Marketing Act, the Congress indicated that the development of standards for fishery products and grading, inspection, and certification should be carried out by the Fish & Wildlife Service.

**LAMPREY STUDY**—The House has approved and sent to the Senate a bill which would authorize a study of the sea lamprey in Great Lakes waters, and is aimed at extermination of the pest. Congressman Charles E. Potter of Michigan, who sponsored the bill, has disclosed that \$100,000 of the \$350,000 asked for the study would be used to build a laboratory on an 80' boat assigned to the Fish & Wildlife Service for the project.

The Illinois State Legislature has voted to appropriate \$10,000 for a commission in that State to study a means for a solution to the problem. Other States bordering the Great Lakes also have appropriated funds to conduct a study of methods to control or exterminate the sea lamprey.

**ECA ALLOCATIONS**—ECA allocations for purchases of canned fish from the United States and possessions during the first quarter of 1950 include \$97,000 authorized for Italy on June 23, while a June 30 authorization sets aside \$150,000 for Greece during the third quarter of 1949.

Second quarter allocations for canned fish to be bought from the U. S. and possessions were decreased as follows: June 2, Ireland, \$450,000; June 10, Belgium-Luxembourg, \$100,000 from a \$300,000 authorization.

Most of the countries participating in the European Recovery program follow the practice of utilizing the regular channels of trade. About the only exception at this time is the procurement for the United Kingdom which is handled through a government purchasing mission.

However, Government officials and industry members who know the European market are of the opinion that Europe should not be the target for foreign market development for canned fish this year. Instead, Central and South American countries are being considered.

**1948 PRODUCTION**—The production of Atlantic Coast sea herring, packed in cans with net contents of over 10 ounces each, amounted to 280,388 standard cases last year, valued at \$2,437,188 to the canner. Compared with the 1947 production, this was an increase of 247% in volume and 285% in value.

The pack of canned alewives amounted to 123,134 standard cases, valued at \$639,356 to the canner. This was a decline of 12% in volume and 18% in value compared with the previous year. The entire pack was canned in Maryland and Virginia. In 1947 these fish also were packed in Massachusetts, North Carolina, and Florida.

Receipts of menhaden by manufacturers of menhaden products in 1948 amounted to 1,007,888,840 lbs. This total was the largest recorded in the history of the fishery.

The pack of canned mackerel, including jack mackerel, amounted to 1,281,192 standard cases last year, valued at \$9,850,834 to the packers. This was a decline of 27% in volume and 34% in value compared with the previous year. Most of the decline occurred in California, while the Atlantic Coast pack of 262,219 cases, canned principally in Massachusetts, was the second largest in history.

Canned shad production in 1948 amounted to 14,773 standard cases, valued at \$136,851 to the canners. This was a decline of 35% in volume and 31% in value compared with 1947. Over 80% of the 1948 pack was canned on the Pacific Coast.

The pack of Maine sardines in 1948 amounted to 3,060,842 standard cases, valued at \$26,921,926 to the packers. Compared with the previous year, this was an increase of 8% in volume, but a decline of 3% in value. The 1948 pack was the second largest and the second most valuable in the history of the industry. The record pack of 3,131,276 cases, valued at \$12,475,991, was canned in 1941. The most valuable pack was canned in 1947 when the price averaged \$9.76 per case.

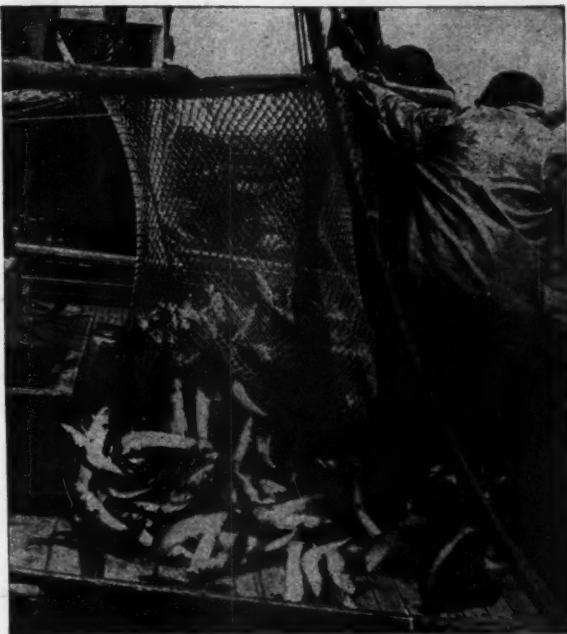
**CANADIAN TRENDS**—Landings totalled 126,677,000 lbs. of sea fish in Canada (Newfoundland excluded) during May, which was 13.8% below those in the same month of last year. For the first five months of 1949, the catch of 350,824,000 lbs. was 17.2% lower than the total for the corresponding period of 1948.

Imports of fishery products for the first quarter of the year were 13.6% lower than for the same period of 1948, oils showing the largest reduction. Exports during the first four months of 1949 were lower by \$7.7 million, or 24.4%, than in 1948. The biggest reduction was in the amount of canned fish marketed, especially in non-dollar areas. However, exports of fish meal more than tripled, most of them going to the U. S. market.

**MECHANICAL LONG-LINING**—East Coast Canadian inshore fishermen are improving their catching efficiency by adopting mechanical gear to haul in their lines. Interest in long-lining was stimulated by Fisheries Research Board scientists at the Atlantic Biological Station, St. Andrews, N. B., who carried out demonstrations with the power gear on the fisheries research vessel, *J. J. Cowie*.

Long-lining involves the use of a powered hauler or gurdy which is operated directly from the main engine or from an auxiliary engine and hauls back the gear. The method is best adapted to the Atlantic Coast cod fishery on boats of from 30' to 50' in length. Advantages of using long-lining, according to the Research Board, are that the tiring job of hauling by hand is lessened; gear hauling in rough weather and strong tides

(Continued on page 49)



## COULD YOU SELL more fish?



Of course you can sell all the fish you can catch. But fish don't come to you, you have to go after them and the more time you have for fishing the more fish you have to sell. That is why INTERNATIONAL BOTTOM PAINTS are so popular with fishermen. These paints are most effective against bottom growth of all kinds. That means faster trips to and from the grounds. They are more durable so require less waste-of-time for repainting. Use INTERNATIONAL BOTTOM PAINTS and you will sell more fish. Send for color cards.

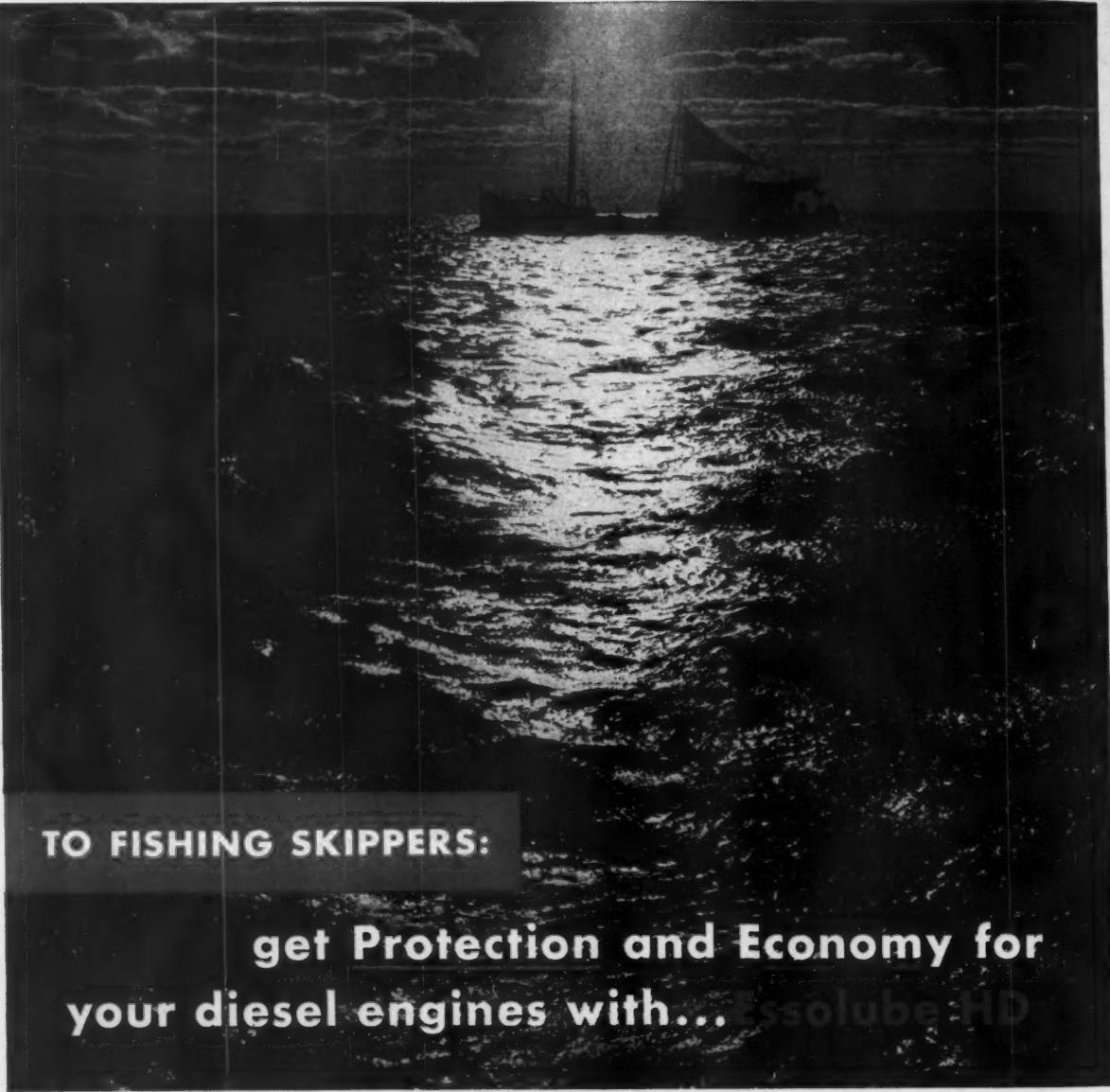
### International ANTI-FOULING BOTTOM PAINTS



International Paint Company, Inc. | International Paints (Canada) Ltd.

New York 6, N. Y., 21 West Street | Montreal, Quebec, 6700 Park Avenue  
San Francisco 7, Cal., 901 Minnesota St. | Vancouver, B. C., 101 Powell Street  
New Orleans 13, La., 315 Girod Street

AGENTS IN EVERY IMPORTANT PORT



**TO FISHING SKIPPERS:**

**get Protection and Economy for  
your diesel engines with... Essolube HD**

**ESSOLUBE HD**, specially developed in America's largest petroleum laboratories, helps protect the diesel engines in your fishing boats. It reduces corrosion and oxidation, cuts down harmful carbon and sludge deposits. And a special detergent in this oil helps keep rings from sticking.

Reduce repairs and overhauls with Essolube HD! It's the first choice of many fishing skippers for real operating *protection and economy*.

**FOR GASOLINE MARINE ENGINES—ESSO MARINE OIL!**

Esso Marine Oil is a paraffin base oil solvent extracted from carefully selected crudes for marine use. It flows freely when engine is cold...keeps body when engine is hot...resists carbon deposits in gasoline marine engines.

For your marine gasoline engines get Esso Marine Oil...the marine oil that's *not a rebranded motor oil!*





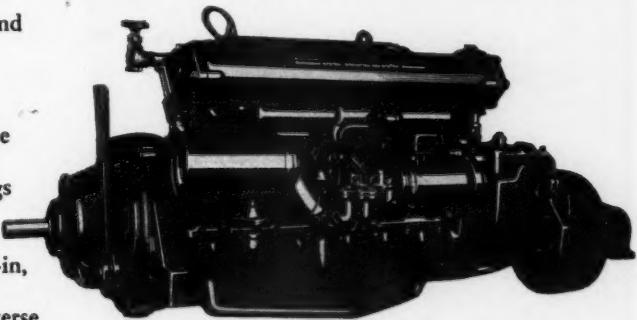
*...“another haul like this and  
we'll get our NORDBERG.”*

*...“if we had it  
now, we'd be first  
back to port!”*

**Y**OU'LL hear more and more talk like this among practical-minded fishermen who have witnessed the reliable performance of Nordberg powered boats in their fleet . . . and have heard the high praise given by the skippers who have been "shipmates" with Nordberg power.

And here are a few of the reasons behind the increasing preference for Nordberg Gasoline Marine Engines: • 7 main bearings on all three 6-cylinder models • Jet of water cools each exhaust valve seat • Fully-enclosed flywheel ring gear • built-in, gear driven auxiliary drive for sea water pump, bilge pump or extra generator • Reverse and reduction gear designed and built by Nordberg — undivided responsibility for the entire unit.

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Milwaukee 7, Wisconsin



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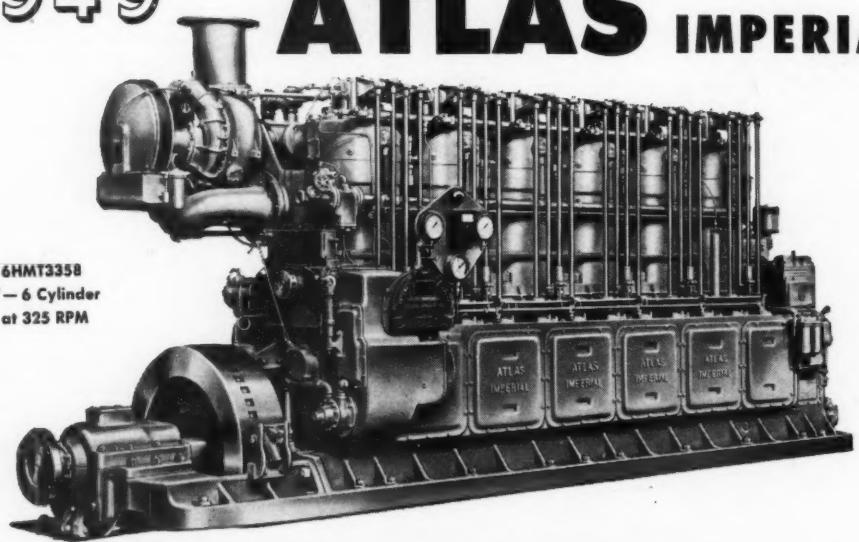
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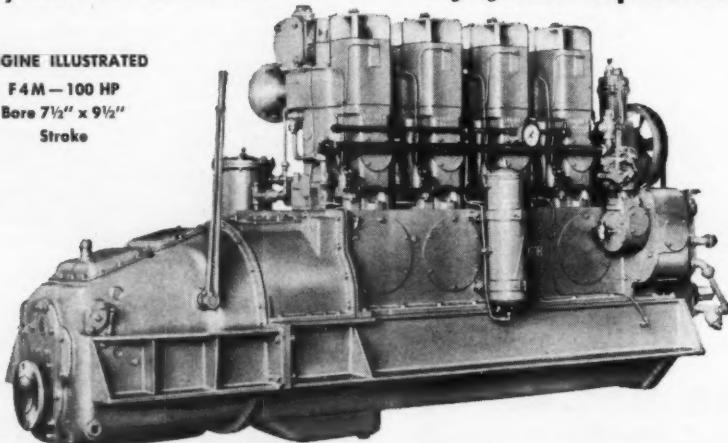
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**Says Capt. Bertolino of the  
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•

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**Capt. Peter Bertolino and his Wesco Cod-End Protector**

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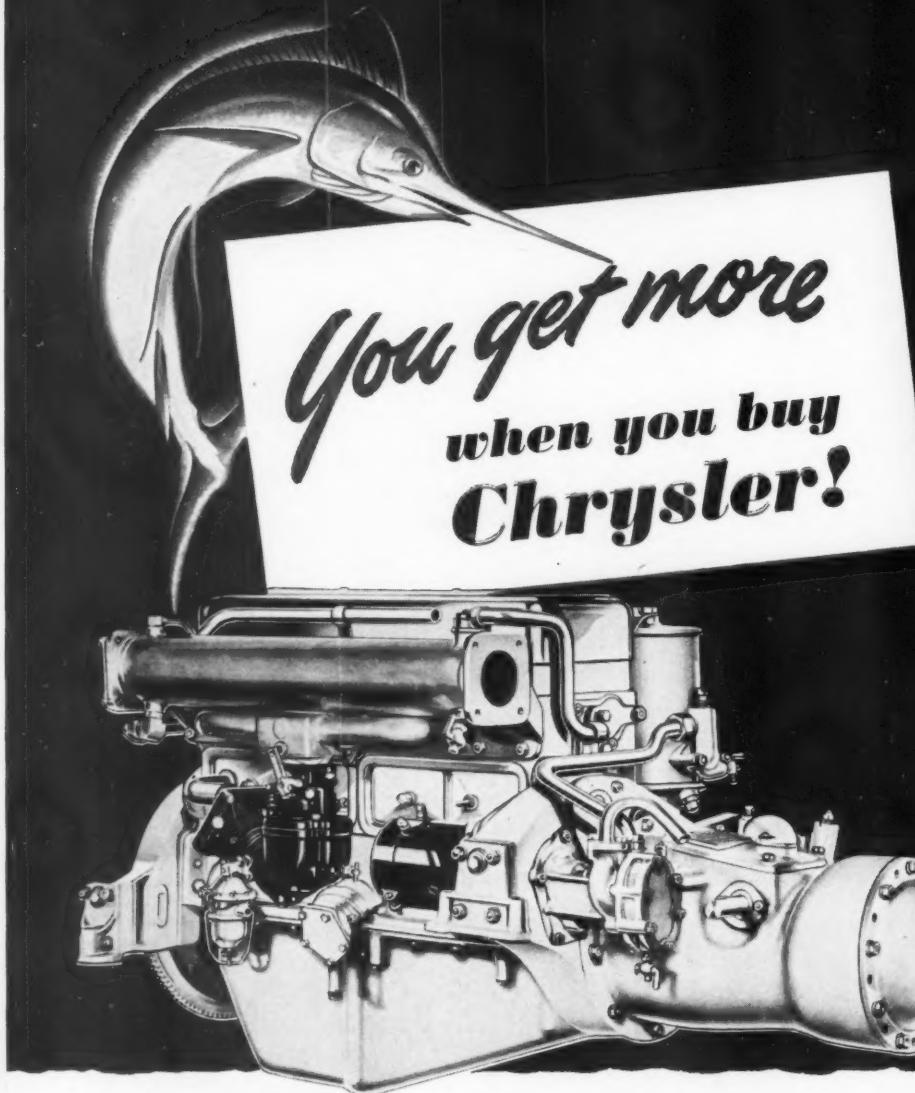
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# Oyster Convention Discusses Market Expansion And Application of Science in Production



Reelected officers of the Oyster Growers and Dealers Association, left to right: President James S. Darling, Hampton, Va.; 2nd Vice President J. Richards Nelson, New Haven, Conn.; and Executive Secretary-Treasurer Dr. Lewis Radcliffe.



Elected to office in the National Shellfisheries Association, left to right: Vice President James B. Engle, Annapolis, Md.; President J. Nelson Gowanloch, New Orleans, La.; and Treasurer, reelected, David H. Wallace, Annapolis, Md.

**H**OW to assure the future success of the oyster industry was the main objective of the Annual Oyster Convention June 7-9 at the Hotel Chamberlin, Old Point Comfort, Va. Following this theme, speeches were directed toward the development of means of increasing oyster consumption, and greater, more efficient production through the maximum utilization of science.

The Oyster Growers and Dealers Association reelected its president, James S. Darling of J. S. Darling & Son, Hampton, Va., who has held this office since 1941. Paul O. Mercer, Blue-points Co., Inc., West Sayville, N. Y., 1st vice president, and J. Richards Nelson, F. Mansfield & Sons Co., New Haven, Conn., 2nd vice president, also were reelected, while Dr. Lewis Radcliffe was renamed executive secretary-treasurer.

Officers elected by the National Shellfisheries Association were: President, J. Nelson Gowanloch, chief biologist, Louisiana Dept. of Wild Life & Fisheries; Vice President, James B. Engle, aquatic biologist in charge of Fish & Wildlife Service, Annapolis, Md.; Secretary, A. F. Chestnut, Institute of Marine Fisheries, Morehead City, N. C.; Treasurer, David H. Wallace, chairman of the Maryland Dept. of Tidewater Fisheries, Annapolis.

One of the most practical series of scientific papers ever presented at an Oyster Convention was offered by scientists of the National Shellfisheries Association. This organization was convened in joint sessions with the Oysters Growers and Dealers Association of North America and the Oyster Institute of North America. Interest in the latest developments within the industry and its outlook for the future was evidenced by a new high in attendance for Oyster Conventions of recent years.

Gordon Sweet of H. C. Rowe & Co., New Haven, Conn. spoke on "We Can Get Our Share", which highlighted suggestions for increasing consumer demand. His talk brought out the theme of the Convention, and was followed by a discussion on "Point of Sale Merchandising".

## Radcliffe Stresses Need for Efficient Production

In his annual report, Dr. Radcliffe said that the industry was gathered "to develop a program to increase production to a point that will enable us to sell our product at lower price levels and still make a reasonable profit, and to educate our people to the high nutritional values of oysters.

"For the achievement of these ends, special emphasis needs to be placed on two objectives—the first and most immediate of these is to develop an educational program to include use of dealer helps, market research, the services of home economists and other aids. Our second objective is to develop and apply the fruits of scientific research, particularly in the field of biology,

to increase the supply of seed and market oysters and reduce the losses from oyster pests.

"As American business is passing from a seller's market to a buyer's market, each of you must engage in a higher degree of salesmanship than you have had to exercise in more than a decade. Each of you has to maintain a reputation for marketing oysters of high quality. You need to educate your buyers as to ways of maintaining the high quality of your oysters. Better and more attractive packaging and better displays will prove to be helpful aids." He then added that the industry should "formulate a definite course of action and proceed to its accomplishment."

Commending the progress which has been made in mechanical handling of oysters by dredging and unloading, Radcliffe cited the "hydraulic dredges developed by Flower, Nelson, Sweet, and Bailey, and the harvester type of Brown and Jurisch. These provide means of dredging oysters or the enemies of oysters on a scale hitherto undreamed of and should contribute materially in reducing the cost of production.

"One important field with great labor-saving potentialities has scarcely been touched—the mechanical shucking of oysters. More labor is employed in this operation than in any other branch of the industry. Shucking costs have risen within your memory from 15 to 20 cents per gallon to 85 cents to a dollar or more per gallon.

"The shucking of oysters requires special skills not easily mastered by some workers. As time passes, your difficulties in obtaining the necessary labor may be expected to increase. It appears obvious that efforts should be made to overcome these difficulties by perfecting mechanical means for doing this."

In discussing legislation and related matters, Radcliffe said, "One of the greatest services ever rendered the fishing industry was the inclusion of Section 13(a) (5), the fishery exemption clause, in the wage-hour law, fathered by Congressman Bland." He also stated that attempts to limit this to offshore operations have been staved off for the time being, with the possibility that the only change in the law at this session will be to increase the minimum wage.

Citing an example of the importance of Section 13(a) (5), Radcliffe pointed out as a signal victory for the fisheries a ruling of a United States Court of Appeals in the case of a menhaden firm that "all of its employees who are necessary to the carrying on of its fishery and fish processing activities are exempt by the plain language of Section 13(a) (5) of the Act".

In discussing Section 203(b) (6) of the Motor Carriers Act of 1935, an exemption written into the Act by Congressman Bland for motor vehicles used exclusively in carrying fish (including

shellfish), Radcliffe, explained the Love case. In this case the U. S. Court of Appeals upheld the District Court of Louisiana in that beheading shrimp and freezing them did not remove them from exemption. Thus the ICC has reopened the case for further consideration as to its application to all fishery products.

Commenting on the Hoover Commission Report and the work of the Natural Resources Committee, Radcliffe said, "As long as the leaders in the fishing industry remain without a definite policy as to whether a Fisheries Branch separate from Wildlife should be established and in what department of government it should be located, we shall be like a vessel without a rudder. As long as the fishery associations sponsor legislation for the sake of expediency without agreement among the leading associations or even without the general support of the membership of each, we shall remain weak. Every time a rider covering the work of the Fisheries Division is introduced into an appropriation bill for the conduct of work by some other department which properly belongs to the Fisheries Division, we are confusing members of Congress when we should be educating them to think of the Fisheries Division whenever they think of a fisheries problem."

#### James Outlines Government Oyster Projects

The present Congress appears to be recognizing the significance of the fisheries as a whole and to be accepting the Government's responsibilities to the fisheries. The Hoover Commission Report also has emphasized the importance of improving and even expanding the Government's services to the fishing industry.

This encouraging information preceded the main subject in the address of Milton C. James, assistant director of the U.S. Fish & Wildlife Service, whose topic was "What Fish & Wildlife Service Is Doing to Increase Production and Consumption of Oysters."

"The objectives of the oyster research," James said, "are to acquire information on the physiology, propagation, growth and fattening of the oyster, on environmental conditions required for the optimum propagation and growth, on experimental cultivation, and on protection against natural enemies and parasites. This information can be used by the industry itself as a basis for improvement of its production techniques, or can be utilized by Federal and State agencies in formulating laws and regulations pertaining to the conservation and management of the resource, the harvesting of the crop, and the sale of the product.



A. L. Chestnut, Morehead City, N. C., elected secretary of National Shellfisheries Association.

"In cooperation with the Maryland Department of Tidewater Fisheries, a long-term study of factors controlling the yield and quality of oysters, and the evaluation of Chesapeake Bay oyster grounds, is based at Annapolis, Md. For the purpose of developing a practical system of shell planting by studying factors controlling the time and intensity of setting, studies are under way at Pensacola, Fla., Milford, Conn., and Annapolis with cooperation by various State agencies. The same laboratories are also devoting attention to the effects of salinity, temperature, turbidity and other factors on spawning, setting and survival. Complicated studies on the physiology of oysters are centered at College Park, Md.

"The theory back of all this is the belief that the more we know about what makes an oyster tick, the better able the industry will be to make oyster production a planned operation, rather than a matter of chance. The ever present question of enemies, predators and parasites is under review at all of the shellfish centers, including Milford, Woods Hole, College Park and Pensacola.

"The Chesapeake Bay studies can be cited as an outstanding example of joint Federal-State cooperation with the long-term objective of improving oyster conditions on all of the oyster bars in Maryland waters. This program does not necessarily stop at the Maryland boundary, but looks upon the Chesapeake Bay as an entity. Probably the principal contribution has been the provision of general technical services in an area where oyster production has for a long time been undergoing serious vicissitudes. Efforts to produce seed oysters of good quality in sufficient abundance in the Chesapeake Bay have been just one facet on this undertaking.

"In Long Island Sound, the biological approach to the promotion of oyster production has been somewhat different. There, one of the principal enemies of the oyster is the starfish, and one of the principal biological deterrents to a healthy condition for the industry has been the enormous and violent fluctuations in the success of setting. Here, Service biologists have been maintaining a close check on the presence, migration and abundance of starfish so that control methods developed by the Service or by others may be put into effect as the need arises and at the proper time. The industry also has been kept informed currently of the degree of the maturity of the oysters, the water temperature regime and the presence and abundance of oyster larvae in the water in order that oystermen may put out cultch for the collection of spat.

"During the past two years, there has been a group of scientists engaged in basic studies of oyster biology and ecology in the Gulf at the Service's marine laboratory near Pensacola, Florida. We are hoping to continue and even to expand our work on the Gulf, and have made some preparations toward that end through an informal agreement with the State of Florida. This will make possible a test in a large and formerly productive oyster growing area near Pensacola, to determine whether such an area may be restored to production and continue as an economically and biologically sound proposition.

"One of the great weaknesses of American fisheries research in general is that much of it has been directed toward meeting sudden drastic crises and emergencies. To put it another way, we have been trying too often to diagnose and treat illnesses without actually knowing how to recognize a state of good health.

#### Increasing Frozen Oyster Demand

"The Frozen Oyster Industry" was the topic of an address by Clifford F. Evers, technologist in charge of the Fish & Wildlife Service laboratory at College Park, Md. He pointed out that, "Although oysters are highly perishable and are harvested only at certain seasons of the year, relatively small quantities are preserved by freezing. It is estimated that during



Milton C. James, assistant director of United States Fish & Wildlife Service.



Tongers gathering oysters from St. George Sound in Apalachicola Bay, Florida.

the year 1945 approximately 75,000,000 lbs. of oyster meat were produced and of these, about 7,000,000 lbs. were canned and only about 900,000 lbs. were frozen.

"According to the most recent figures covering only the area known as the Chesapeake Bay region, approximately 9,700 lbs. of oyster meats were frozen during the month of April of this year and the amount in cold storage on May 1, 1949 was about 105,000 lbs.

"One would expect that frozen oysters would be in great demand during the Summer months, but apparently eating habits are not easily changed. Perhaps the industry should undertake an educational and promotional campaign. Surely some attempt should be made to acquaint the public with the excellent quality of frozen oysters, and the fact that they are available 12 months of the year. Since oysters contain only small amounts of fat and carbohydrates and thus yield few calories when utilized by the body, the oyster is truly an excellent hot weather food."

### Nelson Describes Aid from Science

"The primary needs of the oyster industry are a dependable supply of seed, protection from enemies, good growing and fattening grounds, and protection from industrial and domestic pollution." This statement was made by Dr. Thurlow C. Nelson, professor of zoology at Rutgers University and director of the New Jersey Oyster Research Laboratory, in speaking on his subject "What Can Science Offer the Oyster Grower".

Pursuing the subject of spawning and seed production, Nelson said, "Of vital interest in the possible role of spawning sanctuaries in increasing seed production is the important question of how far may oyster larvae travel during their two weeks of free-swimming existence. In Delaware Bay, we have indirect evidence that in some seasons vast numbers of oyster larvae may be carried upstream as much as 15 miles from the planting grounds to set on the natural beds above."

It has been observed that oyster larvae are sometimes caught for a short time in the digestive tract of adult oysters. Dr. Nelson therefore theorized that this may account for sets upon or in the vicinity of newly planted adult oysters, or immediately upon old grounds.

"With hundreds of thousands of oysters each pumping 20, 30 or more quarts of water an hour, vast numbers of oyster larvae must be captured and subsequently liberated. Absence of such capture by the adults may well be an important factor in the failure of a depleted oyster bed to rehabilitate itself. It deserves much further study.

"It is my opinion that no more important problem faces the Chesapeake Bay area than to determine the role of parent oysters in capturing their young and finding out how far the larvae are carried. Here is a field in which radioactive tracer elements, or even staining as used by Dr. Victor L. Loosanoff, could be employed to great advantage. It is understood that Dr. W. A. Chipman has recently completed the training required in handling radioactive elements."

Although much has been learned about the oyster's enemies, science has not yet given us wholly effective methods for dealing with oyster pests, Nelson stated. Though lime will destroy starfish, it cannot be substituted as yet for mopping. Methods for control of oyster drills developed in Delaware Bay have proven their usefulness but have yet to be adopted by the oyster growers.

Three methods of drill control have proved effective, Dr. Nelson said. "Where much new shell growth is present on the oysters, the drill trap should be used. This is a chicken wire bag filled with oysters younger than those which it is desired to protect. Oyster growers have long known that drills will attack the youngest oysters available, while Dr. H. H. Haskin in our laboratory proved that drills can distinguish between the excurrent water coming from oysters of different year classes up to four years of age. Bags of young oysters strung on trot lines will confer much protection to oysters on the bed. If placed around a bed comparatively free from drills, such bags, if frequently shaken to remove the drills, will largely prevent invasion from adjoining beds.

"For use in transplanting, we strongly recommend either the deck screen or deck plate of steel with holes closely bored to let the drills through. For cleaning a ground before planting, we recommend the drill dredge." However, Nelson declared that there is need for much more research in oyster enemy control. Results of great value are looked for from the Texas



Left, James E. Munson, Sea Coast Oyster Co., chairman of the Oyster Convention Resolutions Committee, and Wm. R. Woodfield, Woodfield Fish & Oyster Co., member of the committee which also included John L. Plock, Shelter Island Oyster Co.

A & M Research Foundation's study of oyster pests in the Gulf.

The promising fields of growth and fattening, Nelson stated, are being attacked by an increasing number of scientists, but only a food organism, the diatom *Skeletonema*, has been definitely associated with rapid fattening of oysters. We are as yet almost completely in the dark regarding the factors which stimulate or retard shell growth.

Not now included in the program of any oyster grower, according to Nelson, but much in the minds of some scientists, is the possibility, through selection and possible hybridization, of producing oysters capable of much faster growth than present stocks. "From the growth of studies of Martin and ourselves in New Jersey and of Dr. Loosanoff at Milford, we know that certain oysters in any lot will outgrow others by ten to one.

"Since the oyster must obtain the materials for growth and fattening from the water which it pumps, it follows that ability to pump water is probably the most important characteristic of a vigorous oyster. Unless the oyster is very different from most other animals, such vigor is inherited in at least a portion of the offspring. Selection of the fastest growers in each succeeding generation should soon give us an oyster comparable to the large Pacific oyster imported from Japan which has in 18 months reached a size where eight of them will make a pint.

### Hodges Explains Transportation Rate Status

A review of transportation matters that have bearing upon the marketing of oysters was made by V. L. Hodges of Ballard Fish & Oyster Co., chairman of the Oyster Institute's transportation committee.

Discussing rail and express rates, Hodges said, "Rail freight rates already have increased approximately 60% since 1940. So far as I know, the Interstate Commerce Commission has not yet handed down a final decision in Ex Parte 168 wherein the railroads are seeking to obtain a further increase of 13% in



Dredging seed oysters for planting on Alabama reefs.

freight rates. It is my guess, however, that they will get substantially all they asked for.

"Express rates have also increased sharply during the same period. Oysters have not fared quite as badly so far in Express rates as have other seafoods. But with our Oyster Tariff, ICC 7350, expiring August 31, and the trend being as it is, I feel there is just cause for concern.

Hodges declared that the fisheries industry is far better prepared to cope with its transportation problems than ever before. One major development has been the inclusion of the fisheries industry to obtain certain benefits under the Agriculture Marketing Act. Assistance that has already been given the fisheries industry by the Transportation Division of the Marketing Facilities Branch of the Department of Agriculture cannot be valued in terms of dollars, he asserted.

### Federal Clam Propagation Programs

Legislative aspects in the Federal clam investigations were discussed by John B. Glud of the Fish & Wildlife Service, Woods Hole, Mass.

Glud told delegates the 80th Congress had authorized a five-year investigation of soft and hard shell clams in five strategic locations throughout the United States. Headquarters for the study are at Boothbay Harbor, Maine, he said.

Facilities will be established for artificial propagation of seed clams and hard and soft clam farming will be conducted at these locations, it was brought out.

Dr. V. L. Loosanoff and H. C. Davis of the Milford, Conn., Fish & Wildlife Service Laboratory, told of Winter spawning of quahogs and culture of their larvae in the laboratory. Technical aspects of Winter spawning were discussed and the great need for healthy larvae in laboratory studies was emphasized.

Growth studies on quahogs as conducted in New Jersey waters were reported by H. H. Haskins of Rutgers University. Value of these studies, Haskins said, is that areas will be located for future planting in the New Jersey section.

"The Woods Hole Oceanic Institute has been conducting experiments on propagation of the soft clam for three years," Harry J. Turner, Jr., of the Woods Hole station said. "The aim of these investigations has been to determine how barren areas can be made more productive.

"Transplantation of soft clams taken from polluted areas has been practiced by some and has been found practical under certain conditions," he said. "Another solution lies in resurfacing the flats with certain sediments."

Dr. Herbert F. Prytherch of Beaufort, N. C., told of a "Large New Practical Machine for Opening Oysters", and several moving pictures were shown, including the late Howard Beach's film of the oyster industry; "Production and Processing of Oysters", presented by Richard S. Green, U. S. Public Health Service; and "Jurisch Oyster Harvester", shown by J. N. McConnell, director of the Division of Oysters & Water Bottoms, Louisiana Dept. of Wild Life & Fisheries. J. N. Thompson delved into the past in giving the "History of the Oyster Growers and Dealers Association of North America".

### Papers on Technical Topics

Other talks, on more technical phases of the shellfish industry, were given by G. Francis Beven, Chesapeake Biological Laboratory, Solomons Island, Md., who told about "Growth Observations of Oysters Held on Trays"; M. H. Bidwell and C. B. Kelly of the New York Conservation Department, who spoke on "A Study of Duck Farm Pollution of a Shellfish Area"; M. R. Carriker of Rutgers University, whose topic was "Observations on the Activities of Some Mollusk-Boring Snails"; H. M. Owen and L. A. Bregan of the Louisiana Department of Wild Life & Fisheries, who spoke on "Oyster Heart Rate and Shell Movements Shown by New Technique"; and W. A. Chipman and P. S. Galloff of the Fish & Wildlife Service, College Park, Md., whose topic was "Toxic Effects of Oil Mixed with Carbonized Sand on Aquatic Animals".

Plans for developing oyster resources in Florida were discussed by Robert M. Ingle, assistant director of the Oyster Division of the Florida Board of Conservation. It is hoped that the acreage of Florida oyster bottoms leased to private concerns can be doubled within the next year.

J. L. Baughman, chief marine biologist of the Texas Game, Fish and Oyster Commission, Rockport, Texas, told of oppor-

tunities for oyster growing in his State. He said there are 90 miles of bays ideal for oyster culture and seed is nearby and plentiful.

Dr. Nelson Marshall, head of the Virginia Fisheries Laboratory, who talked on physiographic changes in James River Oyster Bars during the last century, said his studies have indicated the bars have been lowered but a few feet, even where subjected to heavy tonging.

Fred W. Sieling of the Department of Research and Education, Solomons, Md., spoke on the "Intensity and Distribution of the 1947-48 Set in Maryland"; H. C. Davis of the Fish & Wildlife Service, Milford, Conn., discussed "Culture of Oyster Larvae in the Laboratory"; oyster problems encountered in North Carolina were outlined by A. F. Chestnut, of the Institute of Marine Fisheries, Morehead City, N. C.; and Dr. H. F. Prytherch, of Beaufort, N. C. told of "Shellfish Pest Control at the North River Experimental Oyster Farm".

Allan A. Sollers, Commissioner of the Maryland Department of Tidewater Fisheries, spoke on "Varying Characteristics of Oyster Bottoms" in which the importance of location of seed was brought out.

Dr. Loosanoff also spoke on the "Variations in Intensity of Setting of Oysters in Long Island Sound". He brought out the factors determining the success or failures of oyster settings and offered formulae as to expected times of spawning and setting, based on his research.

### Resolutions Adopted

Among the resolutions adopted at the Convention was one asking the Fish & Wildlife Service to make studies to determine the adaptability of the newer packaging materials to frozen oysters, and to conduct research on the use of Vitamin C (ascorbic acid) to prevent discoloration in the frozen product.

Another resolution requested the president of the Oyster Growers organization to appoint a committee to study ways of increasing the consumer demand for oysters and particular reference to the field of public relations. The committee is to report back to the president at the earliest possible date after which he will call a meeting of the directors to determine the policy that should be adopted to effectuate the proposals.

Another resolution urged that immediate steps be taken by various trade associations and members of the industry to formulate and agree upon a specific policy in regard to the recommendations of the Hoover Commission as a means of reducing Government expenditures. In this connection it was cited that thus far there has been a lack of accord in the industry as to whether the Government fisheries division should be set up as a separate entity and whether it should be retained in the Department of Interior or transferred to some other department.

### Directors Are Re-elected

The directors of the Oyster Growers and Dealers Association, all of whom were reelected are: Massachusetts—James E. Munson, Cotuit Oyster Co., Cotuit; Rhode Island—Otto J. Alletag, Warren Oyster Co., Inc., Warren, and Halfdan Andersen, Beacon Oyster Co., Wickford; Connecticut—Gordon Sweet, H. C. Rowe & Co., New Haven, and Andrew Radel, Andrew Radel Oyster Co., S. Norwalk; New York—J. N. Thompson, George Thompson & Son, New York, and John L. Plock, Shelter Island Oyster Co., Greenport; New Jersey—Lemuel B. Newcomb, Vineland, and Norman L. Jeffries, Sr., Norman L. Jeffries & Son Co., Port Norris; Pennsylvania—William M. McClain, Wm. M. McClain, Inc., Philadelphia, and Harry Heward, Smack & Heward, Philadelphia; Delaware—George W. Shillingsburg, Shillingsburg Oyster Co., Greenwich, N. J., and Royal Toner, Lester & Toner, Inc., New York, N. Y.; Maryland—Geo. T. Harrison, Tilghman Pkg. Co., Tilghman, and Wm. R. Woodfield, Woodfield Fish & Oyster Co., Galesville; Virginia—I. T. Ballard, Ballard Fish & Oyster Co., Norfolk, and Frank M. Miles, J. H. Miles & Co., Norfolk; Illinois—Edwin M. Plitt, Chicago, and R. P. Fletcher, Jr., Booth Fisheries Corp., Chicago.

The Committee in charge of Convention arrangements was headed by Otto J. Alletag and included Charles Ballard, J. S. Darling, and Frank M. Miles. The National Shellfisheries program committee comprised Chairman T. C. Nelson, Nelson Marshall, Melbourne Carriker, Sewell Hopkins, and J. B. Glancy.

# 83-Ft. "Jacob Pike" Uses Alternating Current

A UNIQUE feature of the new 83' sardine carrier *Jacob Pike* is her alternating current electrical system, said to be one of the first of this type installed on a fishing vessel. Designed and built by Newbert & Wallace, Thomaston, Me. for Holmes Packing Corp. of Eastport and Rockland, Me., the craft recently was placed in operation under command of Capt. Sherman Lord of Rockland.

Power for electrical requirements is furnished by a Bromfield Mfg. Co. Diesel auxiliary unit, comprising a 40 hp., 2 cylinder General Motors engine which drives a 20 kw., 1800 rpm. 100/220 volt, 3 phase, 6 cycle A.C. Imperial generator with 11½ kw., 1800 rpm., 125 volt D.C. exciter.

Current from this unit is used for lighting, anchor windlass and hoisting winch and will be available for radar when it is installed. The unit also operates, through clutch controlled belt drives, a Curtis air compressor for the Kahlenberg whistle, and a self-priming centrifugal pump which can be used for bilge, wash down and fish tank service as well as for the brine circulating system of the contemplated refrigeration equipment.

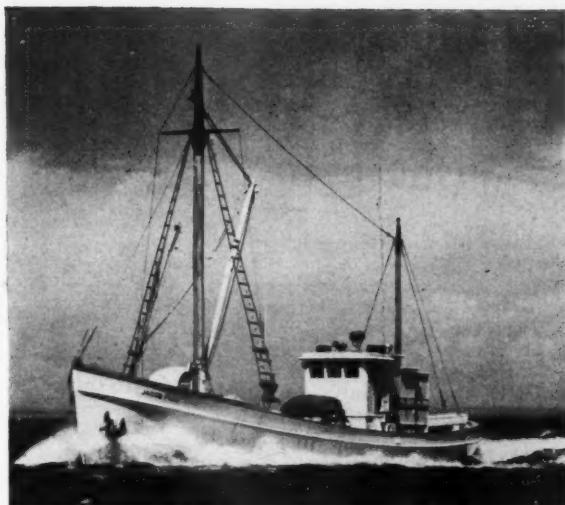
The Bromfield unit, which measures 4' 10" x 3' x 48" high, is located in the lazarette, a space normally unusable for machinery because of low headroom. In addition to fully utilizing this space, the arrangement of all auxiliary equipment in a compact unit makes it possible to centralize piping and wiring, thus facilitating maintenance and operation.

An A.C. electrical installation, as used on the *Jacob Pike*, eliminates the possibility of corrosion of propellers, shafts, fastenings, paint, etc., caused by electrolysis, provides a lighter and more simply constructed motor, allows for use of standard commercial electrical equipment and permits use of transformers to step current up or down as required. In addition, the A.C. system requires smaller generating equipment, does away with the need for motor generator sets for depth finders and radar, and makes it possible to connect with shore power at dock.

The use of transformers materially reduces the possibility of a short circuit in the lighting system, and if one should occur, only the transformer for one light or group of lights would burn out, and there would be no damage to other parts of the system.

With the exception of a few minor changes, the design of the *Jacob Pike* is identical to that of the Holmes' *Mary Anne* which was built last year. The *Pike's* beam was increased 6" to 18½", her top rail forward was raised 6" for better sheer and added protection, the pilot house was built square on front to provide space for radar equipment, and the steering cables were placed under deck to allow a clear after deck for stowing the tender. Carrying capacity is 1470 bushels of herring.

The *Jacob Pike* is powered by a 330 hp. General Motors Twin Diesel unit, with 4:1 reduction gear, driving a 54 x 40 Colum-



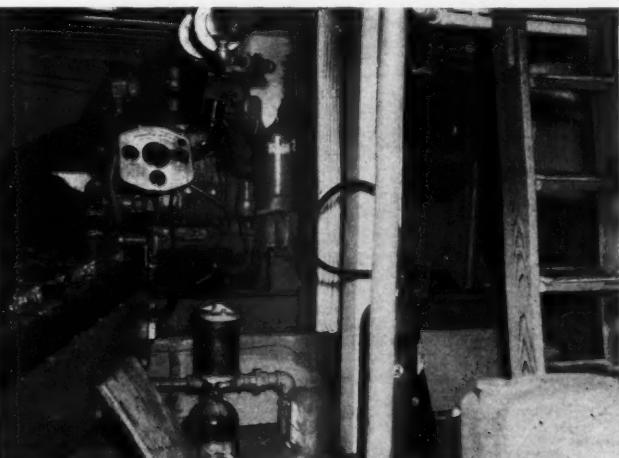
The new sardine carrier "Jacob Pike", owned by Holmes Packing Corp., Rockland, Me. Below, left to right: Lawrence Lord, engineer; Alfred Lord, mate; and Capt. Sherman Lord.



bian propeller, which gives the boat a speed of 11 knots. The engines are fitted with Maxim silencers and Adel controls, and Texaco fuel and lubricating oil are used.

There are 2 sets of 32-volt Exide batteries for starting the main and auxiliary engines, and the switchboard was furnished by Bromfield. The Ideal electric anchor windlass has a wildecat on one side and winchhead on the other, and is operated by a 1 hp., 1800 rpm. 220-volt Imperial waterproof motor. Two 50 lb. and one 60 lb. Danforth anchors are carried.

Navigating instruments include a Ritchie compass, Bendix depth recorder and Hudson American 80-watt radiotelephone. The vessel is painted with Pettit paint and equipped with Edson reduction-type steering gear, Edson hand deck pumps, and Shipmate No. 10160 oil-burning galley range.



Left, Ideal anchor windlass on "Jacob Pike"; right, 40 hp., 20 kw. Bromfield Diesel auxiliary unit aft of engine room.

# "Challenger"

## An Able

### 45' Fisherman

Designed for seaworthiness and ability rather than speed, the new 45' x 13' x 4' 10" *Challenger* represents a well-arranged fisherman that is somewhat fuller forward and not quite so flat aft as other boats of her type.

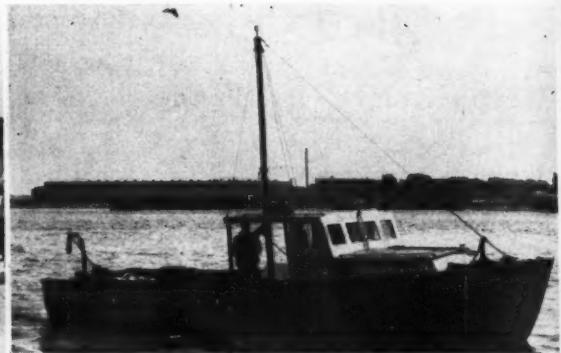
The craft is owned by Capt. Lewis Rogers of Cape Elizabeth, Me., who will use her for whiting dragging in Summer and line trawling in Winter. Her fish hold capacity is 13,000 lbs.

Linwood Bibber of Harpswell built the boat at South Portland from plans drawn by V. B. Crockett, naval architect of Camden, Me. She is of very rugged construction, having 2" x 2 1/2" oak frames on 10" centers and 1 1/8" cedar planking. The use of 1 3/4" matched pine for decking gives maximum protection against leakage. The frames are Monel fastened below the water line and copper fastened above. All planking, for which 11,000 nails were used, is copper fastened.

Power is furnished by a 140 hp. Nordberg gasoline engine with 4:1 reduction gear, turning a 32 x 28 Columbian propeller, which gives the boat a maximum speed of 12 mph. The engine has a power take-off for operating the winch. Fuel is supplied from a 420 gal. tank located aft of the hold, and the boat has a C-O-Two fire extinguishing system with 5 nozzles plus a portable unit.

The cabin has 7' headroom and is fitted with 3 bunks and a Shipmate stove. The boat is equipped with a 6" float-type compass manufactured by Marine Compass Co., and a 100-fathom Submarine Signal Fathometer, Jr. sold by Sargent, Lord & Co. of Portland.

Another boat will be built this Fall from the *Challenger* plans by Armand Blanchard, Eugene Kristensen and Roy Lundquist of South Portland.



Capt. Lewis Rogers of Cape Elizabeth, Me., and his new "Challenger".

## Bindloss Heads Atlantic States

### Marine Fisheries Commission

John B. Bindloss of Stonington, Conn., vice chairman of Atlantic States Marine Fisheries Commission, assumed the duties of chairman on July 1. The change came as the result of the resignation of chairman Edmund L. Dunn, president of the New England Fish Exchange in Boston, who had been chairman since the Commission was organized in 1942. Ill health forced Dunn to resign.

### North Carolina Joins Compact

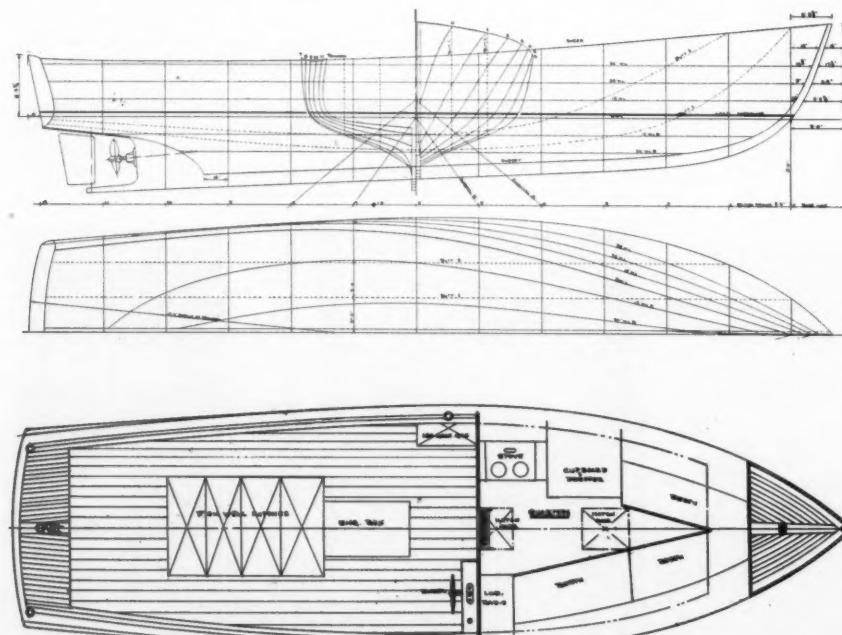
Formalities incident to North Carolina's joining the Atlantic States Marine Fisheries Commission were completed June 16 when the official documents, signed by Governor W. Kerr Scott, were mailed to the Governors of each of the other 14 member States. With the inclusion of North Carolina, the Commission now represents all of the coastal States from Maine to Florida.

George R. Ross, the new Director of the Board of Conservation and Development, has been designated by the Governor as administrative member for North Carolina, and Tony Seaman of Morehead City has been appointed as the citizen member for a three-year term. The legislative member remains to be named.

North Carolina will be a member of the South Atlantic Section of Fisheries Commission. This Section, which includes South Carolina, Georgia, and Florida, is sponsoring a coordinated program for the development of the shrimp fishery from Cape Hatteras to Florida on a maximum sustained yield basis. Another proposal sponsored by the South Atlantic Section is a bill passed by the House and pending in the Senate which would provide for a study of the shad.

### Temperature Affects Scallop Supply

Investigation of the Digby scallop fishery by the Fisheries Research Board, St. Andrews, N. B., indicates that water temperatures of the Bay of Fundy are a controlling factor in the remarkable yearly fluctuations in catch records. Low temperatures in any particular year at the time the scallops spawn apparently result in a small production of seed scallops and a low production of commercial scallops seven years later, the average age of scallops in commercial catches being about seven years. Conversely, high temperature is related to high production.



Lines, body and arrangement plans of 45' fisherman "Challenger", designed by V. B. Crockett of Camden, Me.

## Great Lakes Fishermen Making Good Catches in Superior

Milder weather in the Lake Superior commercial fishing areas brought with it excellent netting conditions. Lake trout and cisco trout catches were increasing in June, and whitefish and herring takes were running from fair to good. Pound netters in virtually all fishing areas were operating. They anticipate a good yield of whitefish for June and July.

Commercial fishermen in some Lake Superior sections were supplying local markets with fresh caught herring, trout and whitefish. This indicated a steady daily production among the netters and set-hook liners. The fishermen were maintaining commitments to eastern and southern markets, and the price for whitefish and lake trout held fairly steady. Herring, however, dropped in price.

In the western region of Lake Superior, both Minnesota and Wisconsin commercial fishermen enjoyed better takes last month than in April and early May. Trout production had improved and herring and whitefish yields were fairly good.

Fishing conditions in general, on Lake Superior for June and July appear to be even better than in 1946. The majority of commercial fishermen expect to have two months of heavy production.

In the Little and Big Bay de Noc areas of Green Bay, Mich., commercial fishermen were getting nice hauls of walleye pike in June. Walleye fishing, incidentally, has made an amazing comeback in the last two years. This year the total yield is expected to surpass previous records.

Herring catches were fairly good in the Green Bay region during June, and the whitefish yield was better than in May. Lake trout takes were running from poor to fair, while perch yields were good in virtually all Green Bay areas.

Commercial netters, operating from Illinois, Wisconsin and Michigan in Lake Michigan waters, were getting good perch catches, some fair herring scores, and sizable catches of sucker and chub. Lake trout takes were small, and whitefish production for pound netters was improved.

In the Lake Huron waters, the pound netters were getting better whitefish takes in June than they were in May. Pike production was fair to good and perch yields were heavy.

Herring and smelt fishing was tapering, and in the upper Lake Huron waters trout takes were light. Mullet and sucker fishing operations reportedly were profitable for several smaller operators in western Lake Huron waters.

Fishing in Lake Erie, generally, was good in June except for lake trout. Good catches of blue pike were made, and whitefish netters were getting fair hauls. The fish were much bigger than those taken in the northern lakes.

### Changes in Michigan Laws

New commercial fishing laws to become effective late in September include the lifting of a restriction on net fishing between Point Aux Barques light and Harbor Beach, in Lake Huron, to permit seining for carp within a mile of shore. Within 24 hours after the close of a season on any species, fishermen must notify Conservation Department of quantity held over from the legal netting period or in transit. Netting will be prohibited in Lake Superior within 1 mile of the mouth of Two-Hearted River. Under-ice nets may be used in St. James Bay, Beaver Island, within a radius of a half-mile from the public docks. Reciprocal agreements with other States on waters jointly shared have been authorized.

Gov. G. Mennen Williams' veto of a bill which would have permitted lowering of deep trap nets by commercial fishermen in Lake Huron from 80' to 100' was sustained by the Michigan House just prior to final adjournment of the 1949 session last month.

### House Approves Hatchery

The bill, sponsored by Rep. Potter, to authorize construction of a \$50,000 Federal fish hatchery for experimental purposes recently was approved by the House. The hatchery would be located somewhere in Michigan's Upper Peninsula, the site to be determined by the U. S. Fish & Wildlife Service.



The 42' all-steel gill net tug "C. W. Lind" owned and skippered by Capt. Clarence Lind of Ellison Bay, Wis. Equipped with a 45 hp. Kahlenberg Diesel and a Crossley lifter, she fishes in Green Bay and Lake Michigan waters.

### Use of Seines Protested

Commercial fishermen of the Garden, Mich. Peninsula resent the recent invasion of the walleye pike waters of that area by Wisconsin seine netters. The local fishermen are apprehensive that sport fishermen will blame them for the large seines which are being used by Wisconsin commercial fishermen.

The nets are about five feet high and 1,000 to 1,500' long. A seine is extended between two boats some distance offshore and then is drawn toward the beach. Catches from 1,000 to 1,500 lbs. of walleyes and other fish have been reported.

### Fairport Tug "M & R" Repowered

The all-steel fishing tug *M & R*, owned and operated by Gerald Casey and his brother Norman of Fairport, Mich., has been repowered with a 150 hp. Cummins Diesel. The installation was made at Escanaba by Emil Gafner.

### Hill Joins Grand Marais Fleet

Eugene L. Hill of Grand Haven, Mich., has moved his operations to Grand Marais, Mich., on Lake Superior for the remainder of the year. His all-steel fish tug *L. P. Hill*, a modern Diesel powered boat, will serve him at Grand Marais, while his other craft, the *Naomikong*, is laid up.

### Experimental Air Shipment of Fish

The Wheaton Fish Co. of Port Huron, Mich. recently shipped five boxes of whitefish from that port to New York as an experiment in the use of air-cargo planes for moving fish from the Great Lakes area to Fulton Fish Market, New York. The fish were caught on June 21, and arrived at LaGuardia Field at 2 a.m. the next day, 2½ hours after leaving Port Huron.

### Pound Net Boat Changes Hands

Cliff Wenniger of Algoma, Wis., has sold his 36' pound and trap net boat to Clarence Swaer, Garden, Mich. Wenniger is constructing another fishing craft.

### Miller to Buy and Sell Fish

Frank Miller is constructing a retail and wholesale fish market on the Milwaukee fishing dock where his boat lands. He plans to buy fish from other commercial fishermen to sell along with his own fish production.

### LaFond Moves to Baileys Harbor

Lelond LaFond, Milwaukee commercial fisherman, has moved his operations to Baileys Harbor where he will make his headquarters for the remainder of 1949.

### William Braeger

William Braeger of Milwaukee, who skippered the tugs *Josephine Addison*, *Crystal*, *Liberty*, *Grance* and others, died recently in Sault Ste. Marie, Mich., at the age of 76.

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The 47' shrimper "Pat" owned by Bourg & Voisin Sea Food Co., Dulac, La., and skippered by Capt. Jimmie Billiot. She is painted with International Paint and equipped with a 110 hp. General Motors Diesel, 2:1 Twin Disc reduction gear, 30 x 18 Columbian propeller, Willard batteries, Columbian rope and Ederer nets.

## Gulf Shrimp Landings Show Increase

Gulf Coast shrimp and fish production during May showed a general increase in the principal landing areas, including Apalachicola, Fla.

Total shrimp landings amounted to 26,050 bbls., a gain of nearly 12,000 bbls. over April and 2,000 bbls. more than May 1948. The first five months of this year, however, the shrimp catch of 71,300 bbls. shows a drop of nearly 4,000 bbls. compared to the same period a year ago. Louisiana production was highest with 15,000 bbls. followed by Texas with 7,000 bbls.

Salt-water fish landings, mainly red snapper, mullet, sea catfish, grouper, and spotted trout, totalled 836,600 lbs. in May compared to 726,000 lbs. in April and 696,000 lbs. in May of last year. Catch for the first five months amounted to 3,558,500 lbs., a gain of more than three-quarters of a million pounds over the same period in 1948.

Hard crab production for May was 1,400,000 lbs., an increase of nearly 600,000 lbs. over April but a drop of a million pounds when compared to last year.

Alabama has reported that its shrimp production during the past season was 9,400 bbls., a decrease of 4,200 bbls. from the previous season. The State's 1948-49 oyster harvest, on the other hand, was 95,350 bbls., an increase of 26,000 bbls.

### House Approves Gulf Research

Two research trawlers, the *Alaska* and *Oregon*, would be placed in the Gulf of Mexico to hunt for new fishing grounds under terms of a bill passed by the House early last month and by the Senate this month. The bill provides for transfer of the trawlers from the Reconstruction Finance Corporation to the Fish & Wildlife Service.

A bill has been introduced in Congress to provide for the transfer of the vessel *Black Mallard* from the Fish & Wildlife Service to the State of Louisiana for the use and benefit of its Department of Wild Life and Fisheries.

### Inside Waters Closed to Shrimping

The inside waters of Alabama and Mississippi were closed to shrimping June 21 and will not be opened until August 8.

A ban on the catching of shrimp counting over 38 to the pound went into effect in Louisiana on July 3 and will be enforced until August 8. Commissioner of Wild Life & Fisheries Ernest S. Clements said that the rule is a conservation measure. Shrimp for bait may be taken but with a limit of 10 lbs. per person.

### Representatives to Fisheries Commission Named

Alabama will be represented in the Gulf States Marine Fisheries Commission by Conservation Director Bert E. Thomas, Rep. Thomas A. Johnston of Mobile, and James H. Faulkner

of Bay Minette, a newspaper publisher. These three men will work with Commission representatives from the other Gulf States to coordinate fisheries research and solve mutual problems.

### Good Shrimp Landings

In the Morgan City, La. area, good catches of shrimp were made during the first half of June by the following boats: *Old Glory*, owned by Yonge and Webster, 46½ bbls.; *North Star*, Capt. Dominic Macalano, owned by Macalano Brothers, 41½ bbls.; *Explorer*, Capt. Joe Dee, owned by Carlton Fisheries, 40 bbls.; and *Carlton Echo*, Capt. Lester Henderson, also a Carlton boat, 32 bbls.

### Producers' Union Reelects Officers

P. A. LeBlanc was reelected president of the Gulf Coast Shrimp Producers Association, Inc., at Morgan City, La. last month. Also reelected were Norman Gaudet vice president and J. M. Price, secretary-treasurer. LeBlanc has been connected with seafoods unions since 1936, and has served as both vice president and secretary-treasurer of the Association.

### Trawler "Odette" Burns

The 55' shrimp trawler *Odette*, owned by Casey Kaahn of Morgan City, La., burned in Sweet Bay Lake last month and was a complete loss. She was one of the fleet that supplies the Morgan City Packing Co.

### Conrad Building Three Trawlers

Conrad Industries, Morgan City, La., has started work on two 70' trawlers for Holt Machinery Co. of Corpus Christi, Texas. They will require approximately four months to complete. Also under construction at the yard is a 60' trawler which will be offered for sale when completed.

### Gex Appointed to Seafood Commission

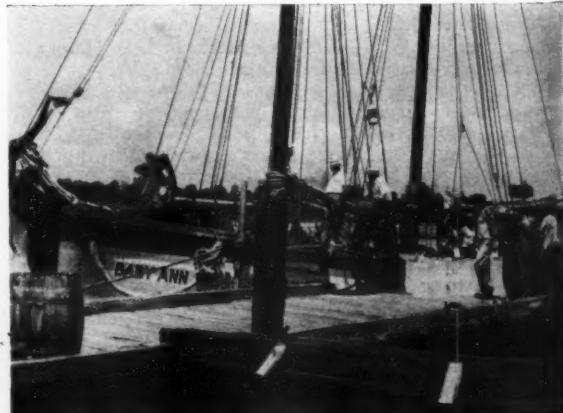
Walter Gex Jr. of Bay St. Louis has been appointed by Gov. Fielding L. Wright to serve on the Mississippi Seafood Commission. His term will run until September 1, 1950, filling the unexpired term of Harold Weston, resigned.

### Shrimpers and Oystermen Elect Officers

Louis Simmons of Biloxi, Miss. has been reelected president of the Gulf Coast Shrimpers and Oystermen's Association. He has served on the Association's board of directors for the past 12 years.

Mackie Fountain was elected vice-president, Charles Allen was reelected to his 11th term as secretary, and Leon Strong was reelected treasurer for a fourth term.

The Pass Christian, Miss. branch of the Association has also reelected its president, Robert Peralta. The vice president had not been named early in June, but Secretary-Treasurer Earl Cox was reelected.



The 68' snapper and grouper boat "Baby Ann" owned by Star Fish & Oyster Co., Inc., Mobile, Ala., and skippered by Capt. Harry Van Loock. She is equipped with a 60 hp. Atlas Imperial Diesel and a 34 x 26 Columbian propeller.

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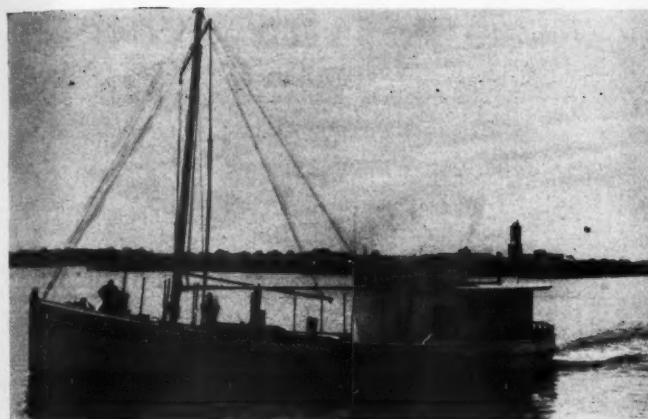
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J. H. Miles & Company's new 75' x 24'6" x 4'6" oyster dredger "Ocean View" of Norfolk, Va., and her skipper, Capt. Thomas J. Jenkins. Built by Price Boat Yard, Deltaville, Va., the vessel is powered by a 6 cylinder, 8½ x 10½ Wolverine Diesel, rated 210/240 hp. at 600/650 rpm.

## Virginia Having Good Soft Crab Season

Virginia is having a good soft crab season, especially around Tangier Island. In the Rappahannock, dip netters have been catching as many as 12 dozen on one morning tide with the price around 75¢ per dozen.

Peeler traps or crab fykes have been yielding good catches. Capt. Willie Parks recently caught 1,600 peelers which brought 4¢ apiece. Hard crabbers, on the other hand, have been making very meager catches.

During June, a number of Reedville tugs were fishing in Tangier waters. They were reported to be making daily catches of 100,000 to 300,000 alewives to the boat.

Many pound netters who generally fish for croakers have been bringing in catches of menhaden due to the scarcity of the former species. The menhaden are sold to processors and crabbers for \$3.00 to \$4.00 per thousand fish.

The Virginia shad catch has not varied significantly from that of 1948, although prices have been consistently higher.

### New Menhaden Net Invented

H. R. "Peck" Humphreys, Jr., of Kilmarnock, inventor of a menhaden net designed to cut fishing costs, has asked permission of the Virginia Commission of Fisheries to experiment with the device.

The net, which has a 50' sweep, has five-inch mesh at the mouth and gradually decreases the net and mesh size until the "trap" is reached. Corks hold the top of the net on the surface, and it is drawn by two boats. A tow wouldn't last over 10 minutes, according to the inventor.

### New Watch Boats for Miles

The 40' oyster watch boat *Watchman*, powered with a 165 hp. General Motors Diesel, was recently completed for J. H. Miles & Co., Norfolk by Price Boatyard, Deltaville, Virginia. The yard is now building another similar boat for the same company which will be powered with 150 hp. Packard marine engine. Another watch boat is being built for Miles by L. R. Smith & Son of Susan, Virginia.

Norfolk Marine Co. of Norfolk has sold a set of 32 volt, type 8-XH-19 Surrette Batteries for starting and lighting on the oyster boat *Pat*, owned by Miles.

### Plane Spots Menhaden

An attempt to locate schools of menhaden by plane started in Virginia with the opening of State waters to purse netting the last of May.

The plane spots the fish and notifies ships by radiotelephone. It is estimated that the pilot is able to discern schools as far as 25' beneath the surface. Five out of the six Virginia menhaden firms are participating.

## Hampton Roads Area Landings Down

Fish production in the Hampton Roads area amounted to 801,300 lbs. in June with pound nets accounting for 381,100 lbs. of the total. Compared with landings in May, this is a drop of nearly 1,300,000 lbs., but only 211,000 lbs. less than June 1948.

Scup made up the largest landing for a single species with 399,100 lbs., all caught by boats. The nearest varieties, in point of production, were sea trout (weak), 97,900 lbs., and croakers with 85,400 lbs., all taken in pound nets.

### New Bendix Distributor at Norfolk

Electronics Engineering Co., which has moved to new quarters at 316 West Olney Road, Norfolk, Virginia has been appointed distributor for Bendix depth recorders in North Carolina and Virginia.

The Company recently installed 80-watt Hudson-American Master-Mariner radiotelephones in the trawlers *Phil-Mar* and *Ocean Spray*, owned by M. F. Quinn of Hampton, while the oyster dredger *Fisherman*, owned by J. H. Miles & Co., Norfolk, has been fitted with a new RCA model E8037, 30-watt radiotelephone.

## South Carolina Has New License Law

Shrimp trawlers operating in South Carolina waters had to be licensed by July 1 under the new licensing law which became effective June 23. The measure sets the boat fee at one dollar per foot keel measure and an additional \$5.00 is charged for each trawl.

The law assumes that the master was aboard and holds him responsible in any case of a licensed boat violating fishing regulation. Should a vessel be found operating without a license, the boat, rigging and gear will be confiscated by the State and sold at public sale to the highest bidder.

### Morris Packing Leases Charleston Pier

Pier 3 of the Clyde-Mallory docks, at the east end of Vendue range, Charleston, S. C., has been leased by the Morris Packing Co. of that port. The firm will pack shrimp caught off the South Carolina Coast for shipment to northern markets.

Henry Morris of Charleston and Troy Taykor of Florida operate the Company, which will use its own fishing boats and make purchases from other vessels. Refrigerating plants, de-heading ramps and packing rooms are being installed. The firm expects to employ several hundred workers.

### New Trawler

D. F. Godley of Frogville has a new trawler built by Vernon Lewis of Harkers Island, N. C. She is powered by a 3-cylinder General Motors Diesel with 2:1 reduction gear.



## Maine Quahogs Planted From Airplane

Some 80 bushels of quahogs were planted on the mud flats of Maquoit Bay June 5 from an airplane owned by Blount Seafood Corp., Warren, R. I., which firm carried out the experimental planting in cooperation with the Sea and Shore Fisheries Department. F. Nelson Blount, president and treasurer of the concern and principal buyer and shipper of quahogs from the area, piloted the plane and carried approximately eight bushels on each trip. It was the first planting of shellfish from an airplane ever attempted in Maine, and took only five hours as compared to 10 days if a boat had been used.

It is hoped that the quahogs, which were dropped on seven areas in the Bay, between Brunswick and Freeport, will grow eventually to 3,000 bushels of mature shellfish and provide an income for more than 100 diggers from Brunswick, Harpswell, West Bath and Freeport who now are producing approximately 1,000 bushels every three days from the area.

The clams came from Maquoit Bay, being dug under the direction of Dana Wallace, shellfish specialist for the Sea and Shore Fisheries Department, by regular diggers. Taken from areas where they are packed so thickly that it is impossible for them to grow, the quahogs were dropped on flats where there are now no hardshelled clams.

### Sardine Packers Active in Rockland Area

Herring are defying all tradition again this year by appearing in great abundance in Penobscot Bay while being scarce in their usual habitat off Washington County. Consequently, sardine plants in the Rockland area have been busy since May, while Eastport and Lubec factories have had to send carriers to the Rockland area in order to have any production. This season's sardine pack, through the middle of June, was less than half of last year's light Spring production.

The Royal River Packing Corp., Yarmouth, has a new sardine cannery which replaces a previous one destroyed by fire in June, 1948, at the height of the season. Covering little more area than its predecessor, it has been designed for more efficient operation, and will employ about 200 persons.

A three-story section will permit the cans to be fed to conveyors at the top of the building and to move along by gravity. The new structure has an ice machine with 20-ton capacity.

### Tuna, Menhaden Wanted by Plants

A big demand for bluefin tuna and menhaden by Maine processing plants has been reported by the Sea and Shore Fisheries Department. At least five concerns have notified the Department that they are in the market for large poundages of these species, and coastal wardens have been instructed to advise fishermen to that effect.

Menhaden have been coming to the Maine coast in increasing numbers since 1946, after an absence of about 40 years, and are expected to return again within a few weeks. They are in great demand for oil, fish meal and other by-products. One plant alone, the Alco Canning Co. of Lubec, is set up to handle 100,000 lbs. daily.

The middle of last month the menhaden boat *Pluck* from Reedville, Va., stopped at Gloucester on her way down East. Her operators plan to fish porgies in the Gulf of Maine, and may sell the catch to Gloucester dehydrating plants for fertilizer.

### Harris, Agent for Sperry Products, Inc.

The Harris Company, 188 Commercial Street, Portland, Me., has been appointed authorized agent in the State of Maine for marine sales of Sperry hydraulic remote controls made by Sperry Products, Inc., Danbury, Conn.

### Overhauling Activities

The 100' dragger *Bettina*, which formerly ran out of Rockland and which went ashore off Liverpool last Fall, has been completely overhauled at the Sample Shipyard in Boothbay Harbor. Previously rigged for scalloping, the vessel has been changed over for dragging and has been caulked and fitted with new sheathing. She now will be operated by Frank L. Sample, Jr.

and will be skippered by Capt. Charlie Train of Portland who will fish out of that port. The vessel is powered with a 300 hp. Cooper-Bessemer Diesel.

The 60' dragger *Nokomis*, owned by Robert Dow of Owl's Head, has been repowered by Sample with a new 6-cylinder, 90 hp. Gray Diesel. The boat is now fishing for whiting out of Boothbay Harbor.

Other draggers recently overhauled by Sample include the *Alice M. Doughty*, *Vagabond*, *Vandal*, *Evzone* and *Silver Bay*, all of Portland.

Boats recently overhauled by Southwest Boat Corp., Southwest Harbor, include the 71' dragger *Rhode Island*, owned by Capt. William Howell of Southwest Harbor, and the 63' sardine carrier *Lillian*, Capt. Curtis Beal, owned by Riviera Packing Co. of Millbridge, which had new planking and garboard installed. The 53' dragger *U & I*, owned by Perry Lawson of Southwest Harbor, had new sheathing and was equipped with a Bendix depth recorder.

United Machine Shop of Portland has installed 5-watt General Electric radiotelephones in the fishing boats owned by John Dyer of Cliff Island and James Ross of Chebeague, as well as a Bendix depth recorder in the Dyer boat.

### New Fish Plants

The new fish plant of Feyler's is now in full operation on the Lime dock in Rockland. The plant is operated by Rodney E. Feyler and Richard W. Feyler and can handle 75,000 lbs. per day.

The plant occupies a 150' x 40' building with concrete floor, which has facilities for 20 fish cutters and 16 canders who work at galvanized tables. The total crew numbers 80 people. The Company maintains a wholesale department which is fitted with insulated walls and contains a large cooler and several lobster tanks.

The Feyler plant has excellent wharf facilities, with 14' of water at low tide. Most of the production of the plant is being processed for General Seafoods Corp., who package and freeze the products at their Rockland plant.

A new 200' wharf and 96' x 28' whiting cutting and packing building have been completed by Boothbay Harbor Freezer, Inc., Boothbay Harbor, of which Louis Yates is manager. Fish will be unloaded from the boats directly to a conveyor on the wharf, which carries the fish to the cutting room where an assembly line method is used. A concrete floor with high sills permits easy washdown, and special traps in the floor carry the gurry by conveyor to an outside hopper.

### Southern Boats Fishing Out of Rockland

Two Hampton, Virginia boats which recently arrived in Rockland for Summer fishing are the 83' *Phil-Mar*, owned by M. F. Quinn and skippered by Capt. Robert Powell, Jr., of Rockland; and the 104' *Bobbie & Jack*, owned by W. T. Quinn and F. F. Quinn, and skippered by Capt. Leon H. Grinnell.

Capt. Carl Reed, Sr. is now skipper of the *Little Growler*, and Capt. Carl Reed, Jr. has taken command of the *Iva M.*, both of Rockland.

The 103' dragger *Eagle* landed her biggest trip at Rockland on June 17 when she brought in 200,400 lbs. of redfish. The fish were caught on Scatai Bank, 600 miles out of Rockland, in four days fishing time. The vessel, under command of Capt. Norman Stinson, was away from port for ten days.

### Dragger Building at Bristol

Bristol Yacht Building Co. of South Bristol is completing a 65' dragger for Capt. Sebastian Serio and Michael Frontiero of Gloucester, who formerly had the ill-fated *America*. The vessel will be powered with 171 hp. Buda Diesel.

The yard has started construction on a 68' dragger, being built from a new round stern design by Albert E. Condon.

### General Seafoods outfitting Trawlers

General Seafoods Shipyard, Rockland, is outfitting the steel trawlers *Pan Trades Andros* and *Josephine Ess*, which were purchased by the Department of Army, Chief of Transportation, for use by Germany under the ECA program. The trawlers, built in 1946, are both registered out of Boston and measure

slightly over 100' in length. They were expected to be at the yard for about a month.

The Gloucester dragger *Sunlight*, owned by her skipper, Capt. Eugene Marino, is undergoing overhaul at General Seafoods Shipyard, Rockland, Me. The craft, a former Navy AMc, was converted to a fisherman at the yards about three years ago.

The 93' dragger *Frances C. Denehy*, which was purchased recently by I. Jacobson and Earl Crockett of Portland, has been renamed the *Clara Louise*. General Seafoods Shipyard, Rockland, completely overhauled the vessel, increased the size of the fish hold 8' in length and 2' in depth and added a new Captain's room aft of the pilot house. Power is supplied by 320 hp. Fairbanks-Morse Diesel, and a 75 hp., 1600 rpm. Buda Diesel was installed for driving the winch through a Twin Disc hydraulic coupling.

### Rockland Lobster and Seafoods Festival

The second annual Maine Lobster and Seafoods Festival will be held August 5-7 at Rockland under the sponsorship of the Rockland Junior Chamber of Commerce. Scheduled events include a coronation ball, Governor's Day, a lobster feed, special radio broadcasts, square dancing, boat races, and a lobster eating contest. There will be exhibits of local and New England industries pertaining to the sea, and a Navy ship and a Coast Guard cutter will be stationed at Rockland during the celebration and open to inspection. One of the keynotes of the affair, which is a combination of the Maine State Fisherman's Fair and the former Lobster Festival, will be a Fisherman's Conference scheduled for the 5th and 6th.

Rupert Neily, Jr. is director of the Festival, and members of the Steering Committee include Gerald P. Margeson, chairman; Donald H. Calderwood and Edward M. Gordon.

### Lobster Catch Shows Gain

Landings of lobsters totalled 1,531,292 lbs. valued at \$794,682 during the first quarter of this year, as compared to 1,330,916 lbs. valued at \$617,328 during the same period of last year. The increase was due to good weather and a greater number of traps. Up to June 1 this year there were 3,800 licensed lobstermen with an average of 90 to 100 traps per man, compared with 60 to 70 traps in 1940 and 1941; therefore, the catch per trap has declined.

### Boothbay Harbor Gets Air Lobster Cargo

The first air cargo of lobsters to be delivered to Boothbay Harbor arrived early last month when Air Lanes, Inc. of Rockland delivered 12,000 lbs. of lobsters to Brown Bros. after a 4-hour flight from Newfoundland.



At the commissioning of the new tanker "Portland Gulf" at Portland, Me. Above, left to right, Ralph A. MacLean, treasurer of Harbor Supply Oil Co., owner of the vessel; Oscar Clement, Gulf sales representative; and A. R. Benner, Portland district manager of Gulf Oil Corp. Right, Judith Ann MacLean, who christened the tanker.



## New Tanker "Portland Gulf" Placed in Service

Harbor Supply Oil Co., Inc., of Portland, Me., recently placed in service its new tanker, *Portland Gulf*, for distributing Gulf oil products. Special commissioning ceremonies were held for the craft on May 16, when she was christened by Judith Ann MacLean, granddaughter of Ralph A. MacLean, treasurer of Harbor Supply. Marshall Madsen is president of the Company and Capt. H. William Miller is in command of the tanker.

Representing an investment of \$35,000, the new vessel has all the latest features in tanker construction and equipment. She was designed by J. Murray Watts of Philadelphia, and has a length of 46' 11", beam of 15', draft of 5', and tonnage of 29 gross and 20 net. Her carrying capacity is 8500 gals. in six cargo tanks.

The tanker's hull was built by Winterport Yacht Yard of Winterport, Me., while the finish welding was done by Williams Bros. of Portland. Power is furnished by a 135 hp. 5 1/4 x 6 1/2, 1200 rpm. Murphy Diesel with 3:1 Snow-Nabstdt reduction gear, installed by Ralph A. Bailey, engine service manager of Harbor Supply Oil Co. The engine swings a 38 x 26 Michigan propeller, giving the vessel a speed of 10 knots.

The tanker is painted with Pettit paints and is equipped with a Ritchie 6" compass and binnacle, Blackmer cargo pump, Oberdorfer fire pump, C-O-Two fire extinguishing system and Wilcox-Crittenden hardware.

The *Portland Gulf* will be used for wholesale deliveries and for servicing large boats. The Company also operates the 3000 gal. capacity *Harbor Supply* and the 3900 gal. capacity *Gulf of Maine* which are used for retail sales to boats.

In addition to distributing a complete line of Gulf marine petroleum products, Harbor Supply operates engine sales and service facilities. Murphy, Superior, Sheppard, Gray and Packard marine engines are handled, and Joseph Syska is assistant service manager.



Left to right, Capt. John Kuntz of the "Harbor Supply" owned by Harbor Supply Oil Co., Portland, Me.; Capt. H. William Miller, of the Company's new tanker "Portland Gulf", and Marshall Madsen, president of the Company.

## Florida Sponge Industry Promised Federal Aid

A delegation of Greek-American women, members of the newly formed Sponge Welfare Committee, has returned to Tarpon Springs from Washington, D. C. with promises of a four-point Federal relief program for the sponge industry.

The delegation reported that Government officials promised the following assistance:

1. A Fish & Wildlife Service boat will be diverted to the Tarpon Springs area to search for new sponge beds.
2. Senators Pepper and Holland will introduce in Congress a bill to authorize the Commodity Credit Corp. to buy surplus sponges. (The Senators have taken action on this point.)
3. The Federal Trade Commission will launch an investigation of complaints that imported Mediterranean Sea sponges have been advertised in this country as Rock Island sponges from Tarpon Springs.
4. The U. S. Tariff Commission will consider Tarpon Springs' request for the tariff on Mediterranean sponges to be raised from 7½% to 22%.

Under the "escape clause" in our Reciprocal Trade Agreements, President Truman has the authority to make this raise, provided the Commission recommends it. This is the first attempt by any segment of the fishing industry to use the escape clause.

### Gasoline Tax Bill Passes House

A bill to relieve fishermen from paying four cents of the State's seven-cent gasoline tax passed the House late in May and was sent to the Senate. The proposal has the support of Governor Warren who promised such action during his campaign.

### Court Stops Enforcement of Miami Law

A group of commercial fishermen has obtained a temporary court injunction against enforcement of a new Miami ordinance which would restrict fishing. The regulation bans netting of fish inside the Miami limits of Biscayne Bay except with cast or dip nets, and stipulates that violators would be liable to a fine of \$500.

The fishermen contend that commercial operations annually produce 500,000 lbs. of mullet and other species in the restricted area, and that the State, not the City, has jurisdiction over this activity.

### Horseshoe Cove Development Recommended

A \$150,000 harbor and channel improvement recommendation for Horseshoe Cove has been transmitted to Congress by the Corps of Engineers. The recommendation calls for a channel 6' x 75' from the Town to the Gulf.

The improvement would eliminate loss of time by the fishing fleet as at present the boats have to wait for high tides before they can get to the Gulf. It also would do away with boat damage due to the shallowness of the present channel. Commercial fishing would be increased because boats large enough for grouper and snapper fishing would be able to use the channel and harbor. The oyster beds would be accessible at low tide, and the improvement would provide a haven and supply depot for sponge boats.

### Hatchery Appropriation Increase Asked

Senator Claude Pepper has asked for restoration of the Welaka Fish Hatchery appropriation for operations to \$25,424 instead of the present \$15,500. Until recently commercial fishing was a \$1,000,000 business in Putnam County and every effort is being made to restore it to its former proportions, according to A. J. Rinck, president of the County Chamber of Commerce. The hatchery is considered vital to this program.

### Enforcement of Netting Ban Delayed

Enforcement of the new law banning haul seines, drag nets or stop nets in salt waters inside the Manatee County line has been delayed until January 1. This change has been made to allow fishermen time to dispose of nets and to adjust themselves to the new ruling.



The 43' shrimper "Bettie Kay", owned and skippered by Capt. Jack Sewell of Beaufort, N. C. She is equipped with a 107 hp. Lathrop engine, has a speed of 12 knots, and carries a Corsair Hudson American radiotelephone.

## NORTH CAROLINA

### Southport Shrimp Fleet Returns

Following six weeks of shrimping out of South Carolina ports, the Southport fleet returned last month. Except for a few boats that were up for minor overhauling, all were ready for regular fishing out of their home port. Before the month ended, some vessels had started operations and were out whenever weather permitted.

### Landings Increase

In the Atlantic-Beaufort-Morehead City area, fresh fish landings totalled 258,400 lbs. during May for an increase of 18,800 lbs. over April. Bluefish led all other varieties with 69,900 lbs., followed by grey sea trout with 66,100 lbs. This year's landings through May, including shellfish, total 1,806,700 lbs.

### "Barbet" to Fish Shad Out of Morehead City

The shad boat *Barbet*, a converted minesweeper skippered by Capt. Cicero P. Guthrie, arrived in Morehead City the middle of last month from Fernandina, Fla. She will remain to fish for the Quinn interests as long as the fish are running.

Steering a lightship-to-lightship course and holding a steady 11 knots, Capt. Guthrie made the trip from Fernandina to Morehead City in 34 hours, which is believed to be a record.

### Repowering and Refitting

Recently repowered with a 4-cylinder, Series 71 General Motors Diesel with 2:1 reduction, the *Doris M.*, owned by T. A. Taylor of Sea Level, will now be used as a combination trawler and run boat. Total pay load of the vessel exceeds 10 tons. She carries 800 gals. of fuel for servicing other boats on the fishing grounds and is equipped with a 25-watt RCA radiotelephone.

Clayton Fulcher's *Linda Gale* of Atlantic is being repowered with a 6-cylinder General Motors Diesel with 3:1 reduction and a front power take-off.

The 70' *Verna R.*, owned by Paul Davis of Davis, has been refitted with a new hoist and rigging.

### "Albatross" Makes Demonstration Cruise

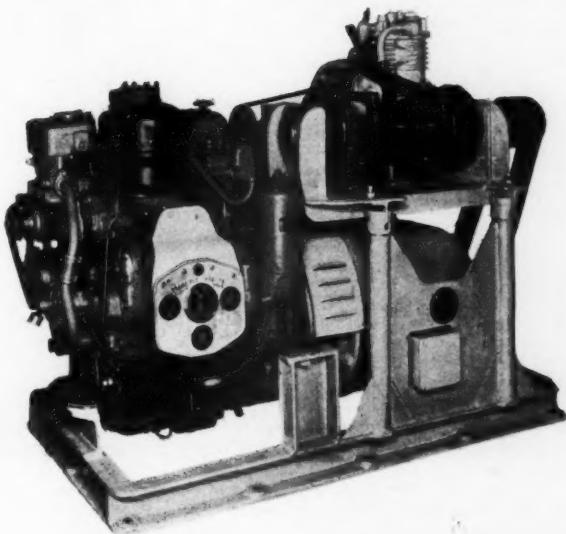
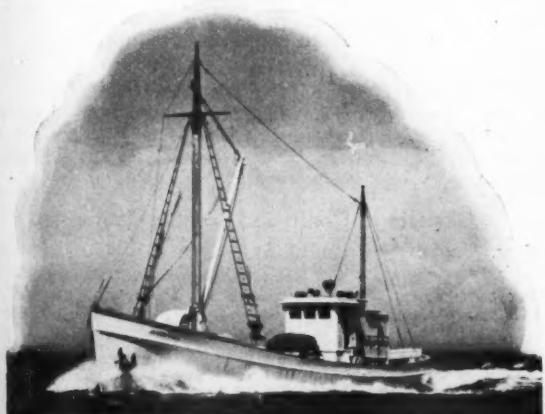
Early last month the *Albatross III*, 179' Fish & Wildlife Service research vessel, made a demonstration cruise off North Carolina. The cruise was arranged by W. A. Ellison, Jr., director of the Institute of Fisheries Research, to show commercial fishermen how science can aid their industry, and to show State fisheries officials what the *Albatross* was accomplishing in its survey of North Carolina's coastal waters.

Scientific equipment was demonstrated and Dr. William F. Royce, chief Fish & Wildlife Service scientist on the vessel's staff, explained the investigations which were being conducted.

# BROMFIELD *Custom Built* MARINE DIESEL AUXILIARY UNITS

FOR A. C. POWER  
in SARDINE CARRIER  
"JACOB PIKE"

As installed aboard the new sardine carrier "Jacob Pike", the Model G M D 218A supplies 20 kilowatts of AC power to all the electrical equipment, compressed air to fog horn and air whistle, and 150 gpm. of pump capacity for brine circulation, bilge discharge and fish tank transfer system. All these services are provided by a unit occupying a space of only 4' 10" x 3' x 48" high.



Bromfield Diesel auxiliary units are available in a wide range of sizes, capacities and accessories. Conservatively rated engine sizes vary from single cylinder 8 hp. models to 6 cylinder, 165 hp. models. Generator capacities range from 3 to 80 KW, either DC or AC, at any voltage. Units can be arranged to drive any combination of pumps, compressors, generators, etc.

These self-contained, compact units are ruggedly constructed, yet light in weight. Simple operation, low maintenance and ease of installation make Bromfield auxiliary units worthy of your consideration.



## BROMFIELD MANUFACTURING CO., INC. BOSTON 28, MASS.

Worm-Driven Trawl Winches • Steering Gear and Accessories  
Anchor Windlasses • Reduction Gears • Hoists • Clutches

Pioneers for over one-quarter century in the marine auxiliary field

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## Gloucester Draggers Blessed In Colorful Ceremonies

The climax of an impressive three-day religious observance by Gloucester's Portuguese-American fishermen took place on June 19, when 27 brightly-decorated draggers of the fleet were blessed at the State Fish Pier by Bishop John J. Wright of the Boston Archdiocese. An estimated 15,000 people witnessed this picturesque fifth annual ceremony, with the draggers docked rail to rail and bedecked in code flags as well as the National colors of this country and Portugal.

The opening event in the three-day celebration took place on the seventeenth, and consisted of a banquet, entertainment and dance which was attended by 600 people. The speaker was Dr. Manuel Rocheta, chancellor of the Portuguese embassy at Washington, D. C., who represented Dr. Pedro T. Pereira, the Portuguese ambassador to this country. The following day, all captains of the fleet assembled at the DES hall for a banquet in honor of Chancellor Rocheta.

Capt. Frank Brown, owner-skipper of the dragger *Emily Brown*, was general chairman of the committee in charge.

Another religious fete, the 12th Italian-American fishermen's three-day observance of St. Peter's Fiesta, commenced on Saturday, June 25. Climax of this week-end event, sponsored by St. Peter's Club and Italian fishermen, was the Sunday blessing of 73 fishing boats by Bishop Wright. The Italian-American fishing fleet, bedecked with colorful flags, was tied up at General Seafoods' and nearby wharfs. More than 5000 spectators joined the fishermen to witness the rites.

Guest speakers during the observance included A. Gerrini Maraldi, Consul General of Italy, Gov. Paul A. Dever, Sen. Cornelius F. Haley, Rep. George J. Bates, and Mayor Weston U. Friend. A dinner at The Tavern, a band concert, fireworks, sporting events, and seine boat races rounded out the three-day program.

The Fiesta committee comprised Chairman Salvatore J. Favazza, Benjamin Cururu, Leonard Linquata, Peter Favazza, Samuel Linquata, and Frank Favazza.

### Production Ahead of 1948

At the close of the first six months, Gloucester appears headed for another record year of fish production. Landings for the period totalled 104,516,600 lbs., which is 1,577,000 lbs. more than for the same period in 1948, the previous record year. Redfish production amounted to 83,347,000 lbs., an increase of about 2,000,000. Whiting landings of 2,119,000 lbs. are up nearly 600,000 lbs., but mackerel, with a total of 2,345,000 lbs., have dropped 3,550,000 lbs.

### Frozen Fish Shipped to California by Truck

The first direct coast-to-coast truck shipment of Gloucester frozen fish left that port June 18, and included 33,400 lbs. of redfish, haddock fillets and scallops. The shipment was made by Gorton-Pew Fisheries Co., Ltd., and may be the forerunner of more such shipments to promote a new market for Gloucester fish. The 12-ton refrigerated trailer truck, owned by Mathews Trucking Co., Ontario, N. Y., was expected to take eight days for the trip.

### "St. Christopher" Total Loss

Spilled fat on the galley oil stove was given as the reason for the disastrous fire that caused a total loss to the 100' fishing dragger *St. Christopher* on June 15, while near Monhegan Island, off the Maine Coast. Capt. Philip Fileto, owner-skipper of the former mine sweeper, and his crew of seven men, managed to escape in a dory and rowed about 1,000 yds. to the shore.

She was the second *St. Christopher* owned by Capt. Fileto that has been lost in the past three years. The original, built in 1944 in Boothbay Harbor, Me., was rammed and sunk by a tanker during 1946, with the loss of two of her crew.

### Fishermen's Institute Seeks Funds

For the first time in its 58 years of serving as the "fishermen's home ashore," the Gloucester Fishermen's Institute will appeal

for general public support of its activities with a fund raising drive from August 8-20. According to Everett R. Jodrey, president of the Institute's Board of Directors, and New England Manager of R. J. Ederer Company, a goal of \$25,000 has been established as the sum needed to finance essential renovations of badly run-down quarters, replacement of obsolete equipment, expansion of facilities available for use of fishermen and to meet the increasing costs of operation.

The Institute was incorporated in 1891 for the general purpose of improving the condition of fishermen, which it does by maintaining a chapel, reading room, libraries, a dormitory and a lunch counter and by conducting educational, social and religious meetings.

### "Evelyn G. Sears" Lands First Swords

The *Evelyn G. Sears*, under command of Capt. John Burnham and first of the Gloucester swordfishing fleet out this season, landed 116 fish at Boston June 27 after a two week trip. The catch weighed 21,000 lbs., an average of 150 lbs. per fish, and brought \$12,469 to give crew members a gross share of \$915.

This year's Gloucester swordfishing fleet totalled only five boats by the first of July. The other four are the *Jorgia Silveira*, Capt. Alvaro Silveira; *Olivia Brown*, Capt. John Fragata; *Evelina M. Goulart*, Capt. Manuel Carise; and *Mary M.*, Capt. Vince Hogan.

### Capt. Larsen Irons First Tuna

Capt. Fred "Rick" Larsen, high-line commercial tuna fisherman, ironed four of these fish from his power craft *Anni-Squam* off Lanesville the week-end of June 11, for a total dressed weight of 1,373 lbs. Cape Ann Fisheries, Inc. paid 25½¢ per pound for the big fish, and Capt. Larsen received \$350 for his catch. The tuna were the first landed in the area this year.

### Changes in Command and Ownership

Capt. Alden Wagner landed 180,000 lbs. of redfish last month for his first trip as skipper of the dragger *Pilgrim*. Also red-fishing with a new command is Capt. Cyril Dyett on the *Marie and Winifred*. Capt. Dyett formerly was master of the seiner *Yankee*, which is now skippered by Capt. John Sinagra.

Capt. Fernando Pereira has purchased the dragger *Carol Ann* from Harry Mogck of Cape May, N. J. and will sail as her skipper. She is a converted minesweeper, built by the government in 1942, and a sister ship of the Gloucester dragger *Positive*.

### New Dragger "St. John" Starts Fishing

The 48' dragger *St. John*, which Melanson Boatyard completed recently for Capt. Salvatore Nicastro and Gaspar Pallazola of Gloucester landed several good whiting trips last month. This boat is powered by a 150 hp. Buda Diesel with Twin Disc 3:1 reduction gear.

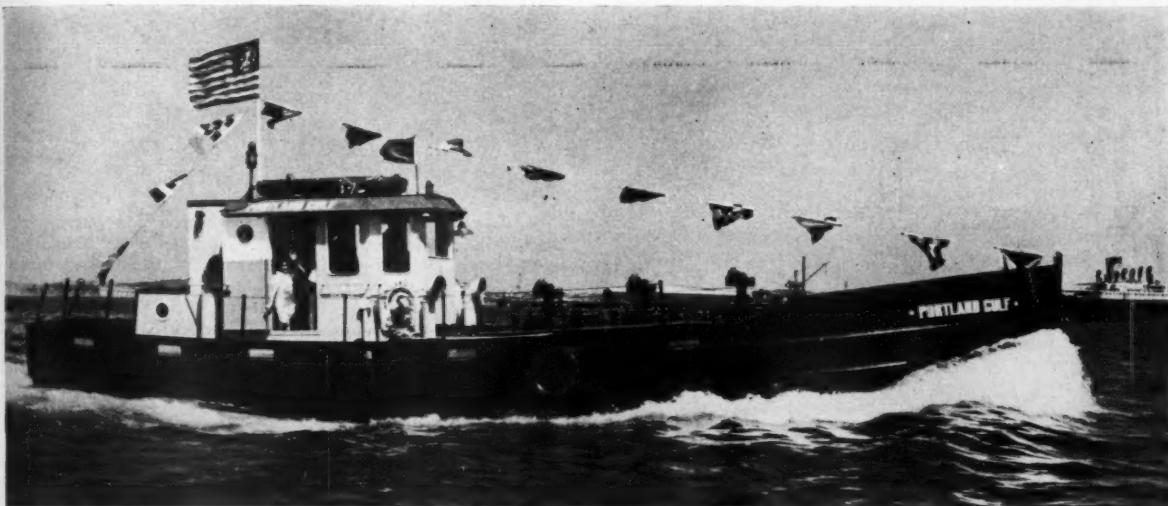
### Fast Scallop Trip

A fast scalloping trip was made last month by the dragger *Bright Star*, Capt. Fay D'Eon. Fishing in the Channel, Capt. D'Eon completed the voyage in five days and 4 hours, and brought in 1040 gals., which sold for \$3.34 per gallon.



Making plans for the Gloucester Fishermen's Institute fund-raising drive. Seated, Everett R. Jodrey, president of the Institute; standing, Rev. Orin E. Dice, Institute Chaplain.

# "PORTLAND GULF" — A New Harbor Supply Oil Co. Tanker To Give You Better Oil Service



The new 47 ft., 8500-gallon capacity tanker "Portland Gulf" now is in operation. Powered by a 135 hp. Murphy Diesel, she represents the last word in modern tankers. She is the third vessel in the Harbor Supply Oil Co. fleet, which includes the "Gulf of Maine" and "Harbor Supply".

With its three tankers, as well as dock facilities, Harbor Supply Oil Co. is in a position to take care of any size boat, adequately and promptly. A full line of Gulf marine gasoline, fuel oil, lubricating oils and greases will be available at all times.

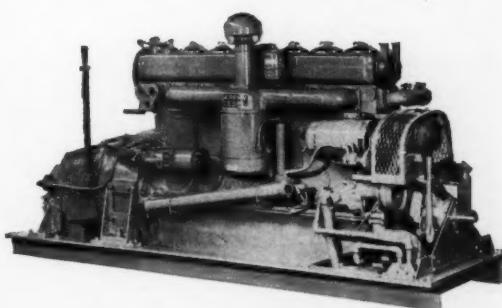
## A PERFECT COMBINATION—MURPHY DIESEL AND GULF OIL



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State of Maine Distributors  
**THREE DEPENDABLE MARINE ENGINES**

90 hp., 135 hp. and 150 hp. operating at 1200 rpm.  
Available for straight drive or with reduction gear.



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## Maryland University to Study Chesapeake Bay Waters

The Chesapeake Bay Institute has been organized and set up in the Johns Hopkins University to make a detailed study of the physical and chemical properties of the Bay and the behavior of its waters according to tides, currents, the mixing of fresh and ocean waters and other factors which determine its productivity of seafoods. The Institute is supported by funds made available by the U. S. Navy, the Commonwealth of Virginia and the State of Maryland. Johns Hopkins, in addition, will provide comprehensive study and training for qualified graduate students in the field of oceanography. All of this work will be coordinated closely with the programs of the marine laboratories of the two states.

### Phipps Named Secretary by Watermen

The Maryland Commercial Watermen's Association, has named Louis N. Phipps, Annapolis, to serve as executive secretary succeeding Gilbert H. Moore, resigned. Phipps, a businessman, former Mayor of Annapolis and former State Senator, was a commercial waterman before entering business and politics.

### Big Day's Catch

Capt. Bill Landon of Crisfield, a haul-seiner working the lower Chesapeake Bay, made a good strike on June 10 when he ran into a school of trout and croakers. His day's catch totalled about 700 boxes worth approximately \$12,000. Generally, however, fish have been scarce in the Bay this season, with the exception of rock, but fishermen expect a better run as the weather gets warmer.

### Good Soft Crab Run

There was a good run of soft crabs the latter part of June. Earlier in the month, before the weather became warm, the run had been small.

In Crisfield, an up-to-date crab meat canning plant employing a large force has been opened by the Blue Channel Corp. of Beaufort, S. C.

Crab production at Crisfield during May totalled 208,278 lbs. This included 91,416 lbs. of crab meat, 1,284 bu. hard crabs, and 54,446 doz. soft crabs. Cambridge also produced 64,230 lbs. of crab meat, bringing the total output of this product for the two ports up to 155,646 lbs., an increase of 6,000 lbs. compared with April.

### Fresh Fish Landings Gain in May

Fresh fish landings in Crisfield, Ocean City and Cambridge during May totalled 2,087,900 lbs., an increase of 670,300 lbs.



The 80' oyster dredge "Katie E. Sharp" owned by Dr. Charles E. Sharp, Port Norris, N. J., and skippered by Capt. Kenneth Sharp. She is equipped with a Delaware Bay Shipbuilding Co. Model AF air-controlled winder, operated from the pilothouse, a 90 hp. Superior Diesel with 3:1 reduction, 42 x 32 Michigan propeller, and Columbian rope.



Officials of O'Donnell-Usen Fisheries, Boston, Mass. serve lobster to food editors on board the firm's trawler "Arlington" while taking the group from Boston to Gloucester, Mass., during a recent tour. Left to right—John O'Donnell; Agnes Murphy, New York Post; Edith Barber, New York Sun; Helen Ridley, J. Walter Thompson Co.; Harriet Anderson, Herald Tribune; and Irving Usen.

over the preceding month's production. Leading species for the three ports together was alewives with 1,003,200 lbs., a gain of 384,700 lbs. over April production of that variety.

Over half of the May landings were made at Cambridge with alewives and croakers the leading species at the port, totalling 989,000 and 104,400 lbs. respectively. At Ocean City, scup led all other varieties with 530,000 lbs., while shad production of 59,800 lbs. was high at Crisfield.

### New Jersey Shad Hauls Good

As a result of the warm Winter, some early catches of squid, scup, and gray sea trout (weakfish) were made by New Jersey pound netters this year. Shad hauls have been good and have brought better prices than the bay and river fish. However, prices for most fishery products are as high or higher than they were a year ago. Herring came in on schedule and sold readily to canneries who took most of the catch. Bluefish appeared in New Jersey waters earlier this year than for several years, and are running larger in size.

More pound nets are operating in the Raritan Bay area this year than in 1948, and they have caught a greater quantity of menhaden than usual, but very little shad.

A number of scallop driggers have been landing at Point Pleasant.

### Improvement of Ottens Harbor

A survey of Ottens Harbor was made early this month by the State Conservation and Economic Development Commission to determine the extent of the reported need for harbor improvement. It has been recommended that the waterway be deepened and widened and that a corner of the bar be removed, as present conditions make it hazardous for fishing boats to enter and leave.

### Lee B. Mayhew

Lee B. Mayhew of W. B. Mayhew & Co., Bivalve, N. J. and Greenport, N. Y., died June 9 at his Cedarville, N. J. home. Mr. Mayhew was well known throughout the oyster industry.

### Korn Returns to Wolverine

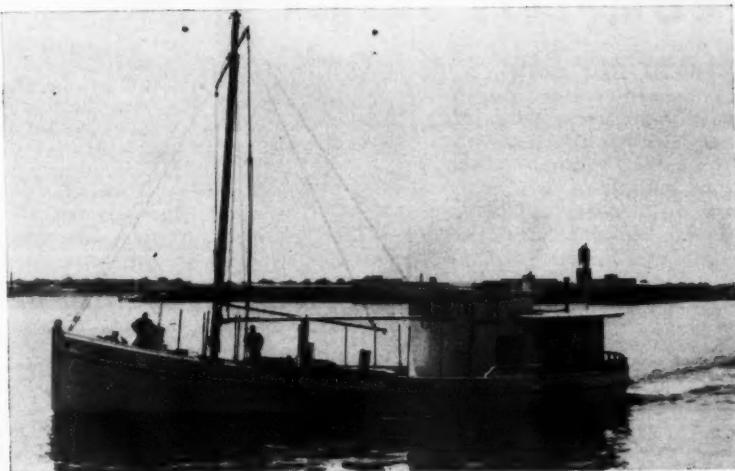
Perry W. Rodman resigned as vice-president of Wolverine Motor Works, Inc., Bridgeport, Conn., June 30th, and Paul H. Korn resumed his former position as vice-president and general manager after three years retirement. Mr. Korn was connected with Wolverine from 1908 to 1946. James N. Fales continues as chief engineer of the company.

# NEW OYSTER DREDGER "OCEAN VIEW"

## Powered by WOLVERINE

The new 75' oyster dredger "Ocean View", recently commissioned by J. H. Miles & Co., Norfolk, Virginia, and commanded by Capt. Thomas J. Jenkins, is powered by a Wolverine Diesel. The engine is a 6 cylinder, 8½ x 10½ Model, developing 210/240 hp. at 600/650 rpm.

Wolverine Diesel Engines meet the exacting requirements of oyster dredging, as well as all types of fishing. They are sturdy, simple, reliable, economical and long-lived.



## WOLVERINE MOTOR WORKS, Inc.

Johnson's Creek • Bridgeport 2 • Connecticut • U. S. A.

### Long Island Navy Maneuvers Are Protested by Fishermen

At the requests of fishermen, a protest has been lodged with the Navy against bombing practice and minesweeping maneuvers within a 2000-yd. radius of Gardiner's Point, an area that takes in a large part of Fort Pond Bay. The protest was made by Congressman W. Kingsland Macy, supported by State Conservation Commissioner Perry B. Duryea, and Percy Hoek, secretary of the Long Island Fishermen's Assoc.

Maneuvers began 10 days ahead of schedule, before objections had been filed. Many lobster pots and fish nets already have been lost or damaged as a result of the operations. In addition fishermen from the Montauk area have been unable to carry on their business due to the danger entailed.

### Fishery Council Officers Reelected

At its annual meeting last month, Fishery Council reelected its officers for another year. They are Frank W. Wilkisson, president; August Strauss, vice president; Sol Broome, treasurer; and Joseph Cantalupo, secretary. Also elected were two new directors, George Rubekas of Fulton St. Market and Joseph Minio of Smitty Filler House.

### New Dragger "Bonaker" Completed

A new 59' x 16'7" x 8' dragger, the *Bonaker*, recently was completed by Brigham's Shipyard of Greenport for Edward Jewett, Budd King and Burwell King of Montauk.

The boat is equipped with a 115 hp. D13000 Caterpillar Diesel with 3:1 Snow-Nabstedt reduction gear, 3½" Monel metal shaft, 52 x 50 Columbian propeller and Hathaway winch.

### Huge Lobster Caught

Early last month, Vince Mondi of New Hyde Park caught a 40-pound lobster on Cholera Banks off Long Island. It was reported to be one of the largest ever taken in that section.

BLUDWORTH MARINE PRESENTS A NEW COMPACT DEPTHOMETER TRADE MARK

BLUDWORTH MARINE  
92 GOLD STREET, NEW YORK 7, N.Y.  
Division of National-Sonic Bludworth, Inc.  
SINCE 1926... MFRS. OF PRECISION ELECTRONIC EQUIPMENT

## Increase Your CATCHES and PROFITS

### Sail with COMPLETE SAFETY

**FATHOMETER\* JR.**  
Measures the water's depth beneath your keel. Warns of underwater hazards, gets you to the fishing grounds faster, locates schools of fish, helps you to make faster and more profitable trips, increases your season's earnings.



\*Reg. U.S. Pat. Off.

**RADIOTELEPHONE**  
The Submarine Signal radiotelephone permits you to talk ship to shore, Coast Guard or other vessels. Powerful, compact, easy to install on any vessel ... 14 models to suit every need.

See your nearest Submarine Signal Dealer or write.

**SUBMARINE SIGNAL DIVISION**  
**RAYTHEON MANUFACTURING CO.**  
Dept. 585 WALTHAM 54, MASS.

## Don't send a Boy! to do a Man's job . . .

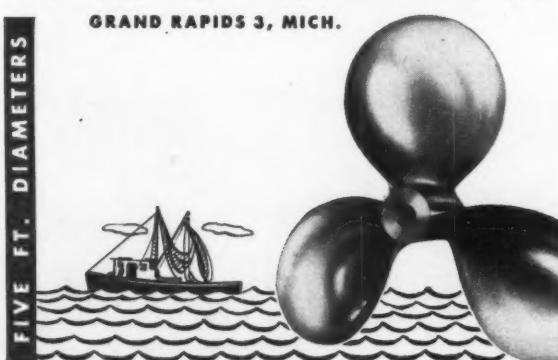
**EXTRA  
PUSH**

Wresting fish from the sea is no child's play. It takes strong men and strong equipment . . . . That's why Michigan builds "he-man" propellers to do a man's-size job — super tough and corrosion resistant, yet machined to perfect contours for that extra push that means more miles per fuel dollar, more knots for the same RPM.

**MICHIGAN WHEEL COMPANY**

GRAND RAPIDS 3, MICH.

FIVE FT. DIAMETERS



## New Bedford Red Hake Catch Shows Sizable Gain

A total of 47,926,946 lbs. of fish was brought into New Bedford during the first six months of 1949. Value of the catches totalled \$4,567,243, of which scallops accounted for \$2,042,331.

Yellowtails were down 2,200,000 lbs. from the previous year, same period; mackerel were down 1,100,000 lbs.; scallops were up 1,400,000 lbs. and red hake up 17,000,000 lbs. The rise in red hake reflects current interest in trash fishing in this port.

The average price received for scallops during the six-month period was \$3.29 per gallon. This figure compares with \$4.76 in 1948, \$4.18 in 1947 and \$4.54 in 1946.

Blackbacks led all species except scallops and trash fish in June with 1,238,850 lbs. Scrod brought in totalled 840,060 lbs. for the month; large haddock, 803,000; yellowtails, 676,050; cod, 369,150; mackerel, 203,640; red hake (trash), 7,936,021; all others, 572,457. The total of all species was 14,128,872 and boatside value \$975,534.

Scallops caught during June totalled 1,489,644 lbs. and sold for \$525,621, or about \$3.17 a gallon. The price represents a slight rise over last month's \$2.92.

### Scallopers Consider Cooperative Plan

Scallop fishermen, looking for a way to overcome the price drop they have been facing for several months, are considering the possibility of forming a cooperative which would include both boat owners and fishermen.

Prices bid by dealers for scallops are about 20 to 25 cents a pound below last Fall, averaging between 30 and 35 cents a pound. Retail price of frozen scallops is running about 69 cents a pound and much of the New Bedford catch goes into frozen scallops. Fishermen and boat owners, who favor the cooperative idea, see it as a way to bring more of the retail price into their own pockets.

### "Marmax" Damaged in Collision

The 84' scalloper *Marmax* is at Peirce and Kilburn yard, Fairhaven, for repairs following an accident in which her bow was badly torn by the luxury liner *Nieuw Amsterdam* June 28.

The New Bedford fishing vessel was 20 miles southeast of Nantucket Lightship in heavy fog when the crash occurred. Her 12-man crew, skippered by Capt. James E. Burns of Fairhaven, Mass., shifted ballast in the craft to lift her bow out of the water and allow her to return to port under her own power.

### Swordfishing Underway

Twenty-five swordfish had been brought into New Bedford this season by July 5; price at boatside was 57c. About five New Bedford vessels, roughly half the number sword-fishing last Summer, are engaged in the harpooning operation. The bigger boats have been going to Georges Bank for their catches, while smaller vessels are fishing the waters from No Mans Land to Nantucket Lightship. Eleven swordfish were caught in June. First swords of the season were landed June 20 when six of them brought 75c a pound.

### Dawson Buys "Helen B."

James Dawson of Fairhaven has purchased the 60' dragger *Helen B.* from George Billings of Stonington, Me. She is powered by a 171 hp. Buda Diesel with 2:1 Twin Disc reduction gear.

### Capt. George R. Palmer

The fishing dragger *Eunice* and *Lillian* returned to New Bedford June 16 with the body of her master, Capt. George R. Palmer, 46, who died of a heart attack while on watch.

### Overhauling

The New Bedford vessels *Clipper*, owned by Flood and Gault, *Joan* and *Ursula*, owned by Rudolph Matland of Fairhaven, and the *Mary Ann*, owned by Charles Tapper of New Bedford, are up for general overhauling at Hathaway Machinery Co., Fairhaven. The 80' vessel *Dorothy* and *Mary* has been taken over by Hathaway from her former New Bedford owner and is being overhauled and equipped for scalloping.

D. N. Kelley and Son Inc. of Fairhaven is doing general overhauling jobs on the *Mary J. Hayes*, owned by Capt. John G.

Murley and William Hayes, and on Capt. Michael Smith's *Noreen*.

#### Quahaugs Transplanted

The quahog-transplanting project, started in New Bedford several weeks previous, was completed June 29. Of 2,800 bu. removed from the polluted waters of Clarks Cove, half were replanted on Butler Flats. Shellfishermen are barred from the area until September 8 as the shellfish require 90 days in clean water.

#### Cape Tuna Landings Begin

The heaviest landing of tuna fish this season was made June 27, although a few had been found in traps since the first of the month. Forty-one of the huge fish, all averaging from 350 to 450 lbs. each dressed, were brought in.

Capt. John Silva of the dragger *Helen* landed the first tuna fish of the year from Cape Cod Bay after a half-hour tussle with a 525-pound bluefin.

#### Provincetown Fleet Blessed

The second annual blessing of the Provincetown fishing fleet was held the week-end of June 26 with about 75 boats of all kinds participating. The blessing was the high point in a three-day festival, and over 5,000 families of fishermen, guests and visitors watched the rites.

#### Mackerel, Whiting Catches

Large quantities of mackerel started to appear in Provincetown traps about the middle of June. Catches were spotty, and not expected to hit their highest until July. Along with mackerel, the whiting catches were spotty for the beginning of the season.

One of the first good mackerel landings made in this area was on June 15 when eight trap boats accounted for 268,000 lbs.

#### Sunken Craft No Longer Menace

The Coast Guard has announced that the area in Buzzards Bay in which the fishing vessel *Baby Doll* recently sank has been swept clear to a depth of 35' mean low water. The sunken craft no longer is considered a menace to navigation.

#### Capt. Antone Joaquim Souza

Capt. Antone Joaquim Souza of Provincetown, skipper of several fishing boats out of that port during his lifetime, died at the age of 81 last month.

#### Inshore Dragging Approved

The State Senate has approved a measure, already passed by the House, which would allow dragging in coastal waters from November 1 to March 31. Senator Holmes of Weymouth, a lobsterman, opposed the bill on the grounds that the draggers would destroy lobster gear. However, it was pointed out by Senator Stone of Barnstable that fishermen with small draggers cannot operate in open seas during these months.

# Dirty Work on the Mississippi...

## 3500 Operating Hours Since September 1946



The "Alton," owned by Norman Brothers, Inc., Alton, Ill., and built by Missouri Valley Steel, Inc., Leavenworth, Kansas. The Alton's two Twin Disc MG-165 Reverse and Reduction Gears and two Model HM-600 Cummins diesel engines were taken out of the tug "Normania," upon its retirement, and now have operated more than 3500 hours.

That's the record of a pair of rugged Twin Disc MG-165 Reverse and Reduction Gears, now re-installed in the new 45 ft. tug "Alton."

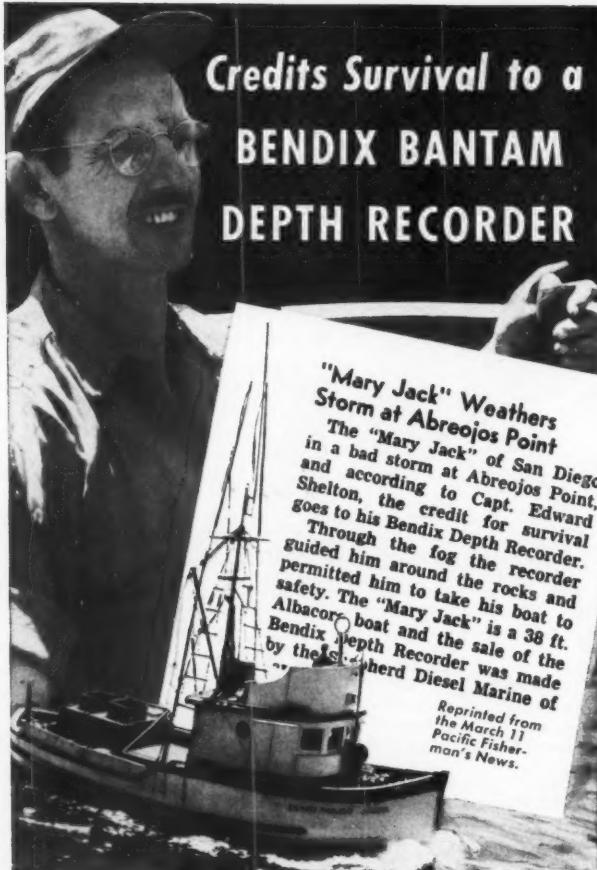
And the operations have been rough and dirty . . . moving 2500 ton capacity coal barges up and down the muddy Mississippi River . . . ploughing through water so rough that waves sometimes dashed over the pilot house. This is the kind of work that requires marine gears with stamina . . . 7 days a week, 9 months a year.

The easy shifting and instant response of Twin Disc Marine Gears are the work boat operator's best assurance of maximum maneuverability and positive control over his boat even in rough water. Write for Bulletin 142 which indicates the complete line of Twin Disc Marine Gears available for use with heavy duty marine engines in the 20 to 325 hp range. TWIN DISC CLUTCH COMPANY, Racine, Wisconsin (Hydraulic Division, Rockford, Illinois).



SPECIALISTS IN INDUSTRIAL CLUTCHES SINCE 1918





## Credits Survival to a BENDIX BANTAM DEPTH RECORDER

**"Mary Jack" Weathers  
Storm at Abreojos Point**  
The "Mary Jack" of San Diego  
in a bad storm at Abreojos Point,  
and according to Capt. Edward  
Shelton, the credit for survival  
goes to his Bendix Depth Recorder.  
Through the fog the recorder  
guided him around the rocks and  
permitted him to take his boat to  
safety. The "Mary Jack" is a 38 ft.  
Albacore boat and the sale of the  
Bendix Depth Recorder was made  
by the Shepherd Diesel Marine of

Reprinted from  
the March 11  
Pacific Fisher-  
man's News.

In commenting further on the incident, Captain Shelton said:

"My Bendix Depth Recorder more than paid for itself in one trip. Last January 3rd while we were 500 miles south of San Diego a storm came up in the night and I lost both my anchors. It rained and blew so I couldn't see my hand in front of my face. We were in Abreojos Anchorage at the time. This is the hardest anchorage to go into or out of I know of, but with this hard wind I was really scared. All I could see was the compass and the depth recorder. I took a compass course out to sea till the recorder showed 20 fathoms. I then headed north and kept in 20 fathoms of water all night. This procedure was easy with the depth recorder, but without it I am afraid anything might have happened as that stretch of water is very treacherous."

Write for complete information on the inexpensive Bantam and other models of the Bendix Depth Recorder.



**Pacific Division**

Bendix Aviation Corporation

NORTH HOLLYWOOD, CALIF.



East Coast Office: 475 FIFTH AVE., NEW YORK 17, N.Y.  
Export Division: BENDIX INTERNATIONAL, 725 FIFTH AVE., NEW YORK 11, N.Y.

## LATEST DESIGNS of all forms of FISH MACHINERY

Manufacturers and Lessors of:

1. Large Cod and Haddock  
Filletting Machines
2. Small Redfish  
Filletting Machines
3. Specially Designed Machines  
For other purposes

## FISH MACHINERY CORP.

Subsidiary of Atlantic Coast Fisheries Co.

4 Fish Pier, Boston, Mass.

Edward W. Shattuck, President

# NETS RAKES TONGS

Codfish Gear

Bait Netting

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Prompt, intelligent, personal attention to your order

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New York 7, N. Y.

BEEKMAN 3-0857

# Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.

## Test Dynamometer for Registering Quantity of Fish in Net

One instrument that fishermen have not had is a device that would tell them when they had a full catch the instant they got it as well as to warn them when their gear caught on submerged obstructions.

In the hope of providing an instrument that would fill this need, a Dillon dynamometer recently was tested off the mouth of the Columbia River near Astoria, Oregon, aboard the 70' x 18'6" x 9'6" dragger *Trask*. The instrument is a load measuring device manufactured by W. C. Dillon & Co., Inc., 5410 West Harrison St., Chicago 44, Ill., and its testing was supervised by Robert E. Dillon, vice-president of the Company.

Traditionally, fishermen have set their nets and have taken gamblers' luck on the results of each haul. One haul might yield a net filled to the bursting point while yet another would scarcely be worth the power to lift it aboard. Up to this time, fishermen have had no scientific way of knowing what took place below the surface of the sea. No magic eye could signal when the outstretched net was full or indicate that it was still empty.

The Dynamometer is an ingenious instrument about six inches in diameter, with a dial resembling that of a large clock, calibrated directly in pounds. Specifically speaking, it measures pull or force applied to the shackles at each side, and is known as a traction type Dynamometer. When this device is snapped onto the cables towing the net, it instantly indicates the tension existing therein.

Aboard the *Trask*, where the load was about 1400 lbs. on the empty net cable, an ordinary com-a-long grip was used through one of the instrument shackles. After the net had been lowered, the com-a-long was snapped onto the cable and the other side of the Dynamometer was dead-ended to a stanchion. As fish are caught, the drag resistance increases and shows up on the Dynamometer.

The net is left in the water until the desired reading, determined by experience, indicates a full catch. This knowledge may, under favorable conditions, double the number of drags that may be made in a single day's time.

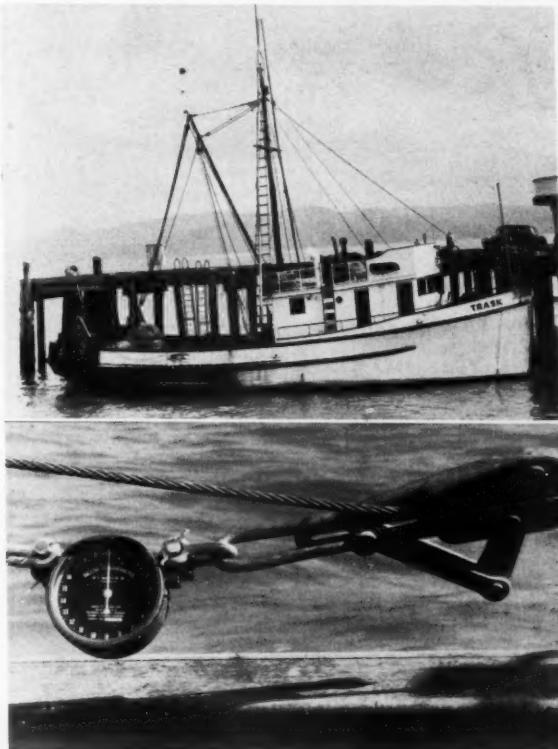
Another advantage of the Dynamometer is the warning it gives when the trawl doors catch against some obstruction. Any sudden increase in tension is revealed the instant it occurs, and engines can be stopped before serious damage results.

## New Small Fairbanks-Morse Diesel

A new small Diesel engine, designated as Model 45 and rated  $\frac{5}{4}$  hp. at 1800 rpm., has been announced by Fairbanks, Morse & Co., 600 So. Michigan Ave., Chicago 5, Ill.

The new engine, described in Bulletin No. 4500-B, is of the heavy-duty vertical type, four-stroke cycle, solid injection, full Diesel, and has full pressure lubrication. Other features include removable cylinder sleeve, removable cylinder head containing valves and combustion chamber, easily accessible injection pump, and a cast alloy iron crank-shaft with roller bearings. It is available as a power unit, a 3 kw. AC or DC generator set, or as a marine propulsion unit with suitable reduction gears.

Any of the above combinations can be furnished with radiator



The 70' Oregon dragger "Trask", Capt. Al Mather, powered by a 175 hp. Cummins Diesel. Below, the Dillon Dynamometer attached to net cable aboard the boat, where it was used to determine the quantity of fish in the net.

or heat exchanger cooling. All Model 45 engines may be equipped with 12-volt electric starting or with hand crank. The manual starter is equipped with a 2:1 cranking device which results in easy starting where electric starting is undesirable or impractical. Special features of the generating set include power line failure automatic starting, automatic remote station starting and load demand starting.

## Chris-Craft Issues Engine Catalog

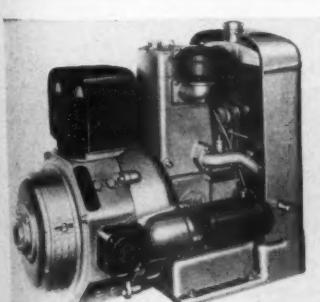
A new catalog containing information on all Chris-Craft inboard marine engines has been published by Chris-Craft Corp., Algonac, Mich. Engines pictured range from 60 through 160 hp. and installation drawings as well as power curves and specifications are given with each along with general information. The catalog also covers their reverse and reduction gears.

## Columbian Spun Nylon Rope

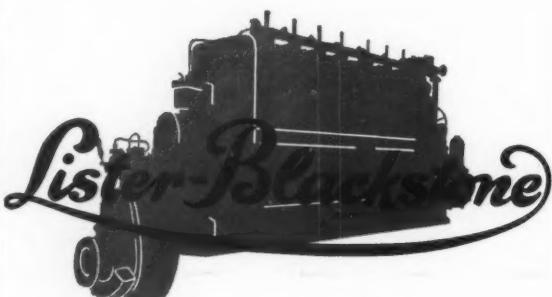
Two nylon ropes are now being offered by Columbian Rope Co., Auburn, N. Y. Material in the ropes is the same, it's the manufacturing process that differs.

The newest nylon rope will be known as stabilized spun nylon rope, while that available heretofore will now be called stabilized filament nylon rope. The filament rope is the original sleek, silky nylon made from continuous filaments that run unbroken for the entire length of the rope, and it has a slightly higher breaking point.

In making the spun rope, the nylon is cut into short, staple lengths which are then converted into rope by spinning and laying in the same manner as manila. The nylon rope thus



New Fairbanks-Morse Model 45 Diesel rated  $\frac{5}{4}$  hp. at 1800 rpm.



"The Diesels That ENDURE"

*Sold and Serviced in 37 Countries Throughout The World*

## \*DIESEL AUXILIARIES

Famed for years of pre-eminently economical and dependable performance in America's leading fishing fleets.

(\*Names of vessels on request)

## \*MARINE DIESEL PROPELLION ENGINES

In suitable horsepower ranges to meet the arduous requirements of commercial fishing vessels up to dragger size.

**3 to 320 H. P.**

*Write Us Your Requirements*

## LISTER-BLACKSTONE INCORPORATED

*Factory, Sales and Service Headquarters;*  
**420 LEXINGTON AVE., NEW YORK 17, N.Y.**

### PARTS WAREHOUSES

**MILWAUKEE, Wis. 3073 S. Chase Street**  
**BOSTON, Mass. Whesco Building, Fish Pier**

### AGENTS

BOSTON, Diesel Engine Sales & Engineering Corp.; NEW YORK, Griffin Equipment Corp.; NORFOLK, Va., Curtis Marine Co.; NEW ORLEANS, La., (Branches at MOBILE, Ala., and TAMPA, Fla.) Calmes Engineering Co.; MIAMI, Florida, Auto-Marine Engineers; HOUSTON, Texas, Southern Engine & Pump Co.; NEWTON, Iowa, Winpower Manufacturing Co.; MONTREAL and TORONTO, Consolidated Engines & Machinery Co., Ltd.; WINNIPEG, Mumford, Medland, Ltd.; VANCOUVER, B.C., Hoffers, Ltd.; HALIFAX, Nova Scotia, Stairs, Son & Morrow; ST. JOHNS, Newfoundland, Clayton Construction Co.

produced does not have the silky appearance nor the slippery feeling, according to the manufacturer, and it handles easier when wet and when splicing or knotting. These splices and knots also are said to hold more securely.

Although spun nylon rope has only 85% the strength of filament nylon, it is claimed to have higher strength, more durability, more resiliency, better waterproofing, and to be easier to handle than manila.

### Cummins Adds New Diesel to Line

A new supercharged NHRS-600 Cummins Diesel engine is being produced by Cummins Engine Co., Inc., Columbus, Ind., with deliveries to begin in August. Available in marine models, the new and improved high-speed Diesel develops 300 hp. at 2100 rpm.

The NHRS-600 is the result of years of research on fuel injection and combustion problems, and is said to have these features: lower weight per horsepower; a reduction in fuel consumption in the high horsepower-output operating range; a completely new fuel pump based on proved Cummins principles of fuel metering and injection but 56% smaller in size and 65% lighter in weight; a fully counterbalanced crankshaft, improved piston design, and improved tubular type lubricating oil cooler.

The NHRS-600, newest member of the family of Cummins Dependable Diesels, is patterned after the proved design of the NHS-600. With this addition, there are now 66 individual models available in the Cummins line, with optional equipment to fit specific operating requirements for any power job requiring 50 to 550 hp.

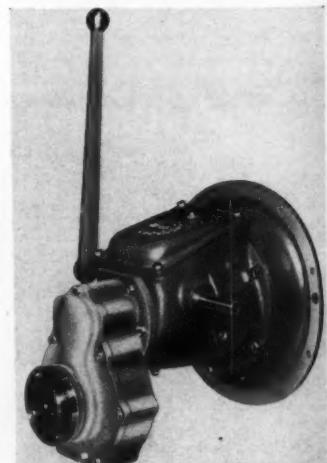
### Filleting and Grinding Machines

Atlantic Coast Fisheries Co., 4 Fish Pier, Boston, Mass., through their wholly owned subsidiary, Fish Machinery Corp., have leased their five big cod and haddock filleting machines to large producers, and these are all said to be working very satisfactorily. The small redfish machines, which were put out on trial basis, are reported to have been recalled to be rebuilt, and the down payment thereon has been refunded, pending certain improvements. In addition to reducing costs and increasing speed in connection with filleting, the use of these machines enables lessees to state that the fish "are not touched by human hands while being filleted".

The Company is now at work on plans for a machine which will grind up the entire fish, except head, tail and fins. The hope is to be able to aerate this ground-up fish under a vacuum, like powdered milk or powdered orange juice, or possibly as flakes. It is reported dieticians have stated that this product will be far more nutrituous than fillets. As no freezing will be needed, much less labor will be required.

### Snow-Nabstedt Florida Distributor

Diesel Marine Engineers, 345 East Bay St., Jacksonville, Fla., has been appointed the new northern Florida distributor of



The Snow-Nabstedt Model 3715 reverse and Model 2015 reduction gears. A cone and disc type unit of 10 to 60 hp. capacity, the reverse gear may be used with 2:1 or 3:1 reduction gears.

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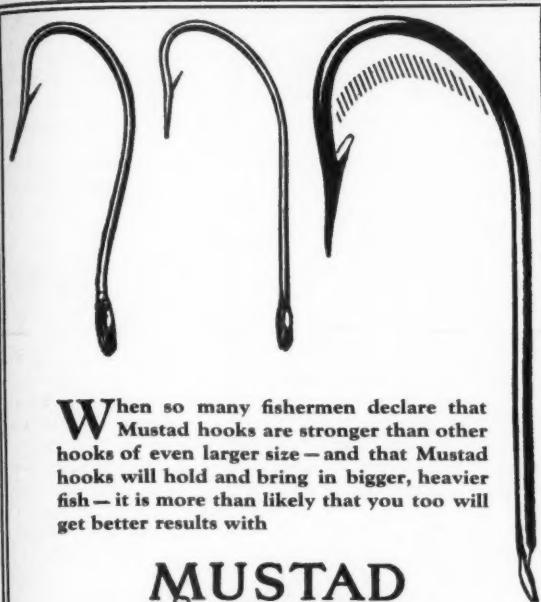
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When so many fishermen declare that Mustad hooks are stronger than other hooks of even larger size — and that Mustad hooks will hold and bring in bigger, heavier fish — it is more than likely that you too will get better results with

## MUSTAD

Key Brand FISH HOOKS

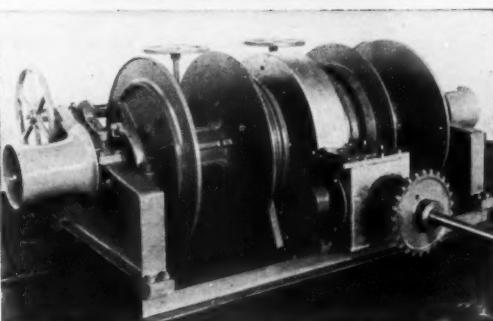
Made In Oslo, Norway by  
**O. MUSTAD & SON**

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## Hathaway



MODEL NO. 1335-40

## TEN SIZES OF WINCHES

Stern Bearings — Stuffing Boxes  
Bronze and Monel Propeller Shafts

### Fishing Machinery

### Repairs and Service

Fuel Oil — Ice — Lube Oil

## HATHAWAY MACHINERY CO., INC.

HATHAWAY-BRALEY WHARF CO., INC.  
FAIRHAVEN, MASSACHUSETTS

Joes Gears and S-N reverse and reduction gears manufactured by Snow-Nabstedt Gear Corp., Hamden, Conn. The firm's territory will cover as far south as Flagler and Levy Counties. The company, headed by Mr. Cox and Mr. Hansen, will carry a large stock of parts for emergency or general overhaul and service will include routine gear and clutch inspections.

### New Enterprise Marine Bulletin

Enterprise Engine & Foundry Co., 604 Florida St., San Francisco 10, Calif., announces the publication of a new 16-page Bulletin, No. 174, in color, featuring their complete line of Marine Diesel Engines. This bulletin, fully illustrated with photographs, charts and cutaways, describes Enterprise normally aspirated and turbocharged Diesels, component parts and ratings.

### Messcher Offers Warehouse Service

Seb. Messcher, for many years in the food brokerage business in Chicago, now offers the facilities of a licensed bonded public warehouse at 3940-46 S. Calumet Ave., Chicago. He also is equipped to handle pool car distribution and trucking. This site is centrally located on the Chicago Junction Railroad siding connecting with all roads entering Chicago.

Mr. Messcher states that liberal advances are available at attractively low rates to canners and packers, if desired. His organization is prepared to render a complete service to agents and brokers, including complete marketing assistance. He feels that his warehouse and distributing facilities will prove of value to agents, brokers, canners and packers who are seeking a Chicago area warehouse operation. He invites inquiries to be addressed to 3940 S. Calumet Ave., Chicago 15, Ill.

### Universal Retires Model C Engine

Universal Motor Co., Oshkosh, Wisc., has retired its original high-speed engine, the Model C, which was the hit of the Motor Boat Show in 1914 as the original high-speed marine engine of that day. The last regular production run of the Model C was in 1924. Today, a quarter of a century later,

## MP PUMPS

### END BACK-BREAKING WORK — INSTALL EASILY!

These MP Clutch Driven Pumps put an end to tedious hand labor of pumping out the bilge, washing and flushing down decks, hand pumping of water for fire protection, the transferring of fluids by hand. They install easily. Anyone can do it.

#### FREE INSTALLATION DIRECTIONS

Installation instructions give diagrams showing just where and how to install. You can't make a mistake.

These MP Pumps are belt driven from your engine, are all bronze with three ball bearings and built-in twin disc clutch. They



outlast and outperform. Pump 300 Gallons per minute with 2" pipe size, handle debris, silty liquid, will run when dry.

See your Dealer or write factory  
Dealers wanted in some areas.



*Engineered Pumps*

MARINE PRODUCTS COMPANY  
515 LYCASTE AVENUE DETROIT 14, MICHIGAN

**Keep  
corrosive salt water  
out of your engine!**

## **Install a Monel-shelled WIXKULER**

**T**HE *Wixkuler* cools your engine with *fresh* water... eliminates salt water corrosion... saves fuel with quicker warm-ups; more efficient cooling.

The *Wixkuler* mounts inboard, safe from outside damage; convenient for regular inspections. Takes very little space; does not require an extra reservoir or expansion tank. Installation is so simple many boatmen do the job themselves.

To guard against rust and corrosion, the *Wixkuler's* shell and internal baffle plates are made of rustproof MONEL\*. This tough, corrosion-resistant INCO Nickel alloy is actually stronger than structural steel, but immune to rusting by either fresh or salt water; and galvanically neutral to the bronze parts.

Remember... MONEL is your assurance of long and trouble-free marine service life. Look for it in the best accessories; on the best fishing boats.

For descriptive folder and prices on *Wixkulers*, write to **WIX COOLER CO., 6026 Twenty-first Ave., S.W., Seattle 6, Wash.**

**THE INTERNATIONAL NICKEL COMPANY, INC.**  
67 Wall Street, New York 5, N.Y.



EMBLEM OF SERVICE  
**INCO**  
TRADE MARK

**Monel\***

"...It's the SEAGOIN\* metal"  
\*Reg. U. S. Pat. Off.



hundreds of these models are still in service in countries around the world and in many states of the Union.

After producing a final stock of service parts for this model, the Manufacturer will destroy all patterns, dies, jigs and tools connected with it in order to provide additional room for their many current models. However, the Company will maintain a parts service for the Model C for many years to come.

It is interesting to compare the old Universal Model C with the new 1949 Atomic Four which is one-half the size and weight yet develops twice the horsepower.

### **World Fisheries Year-Book**

The World Fisheries Year-Book and Directory, 1949, which has just been published by the British-Continental Trade Press Ltd., London, contains 457 pages, or 160 pages more than last year.

The editorial contents have been extended and improved to cover most aspects of the fishery and fish-processing industries. The chapter on "Technical Developments in Fishing Vessel Construction" and the factual reports on events in 1948 are grouped in the first chapter "World Survey". The various branches of fish-processing, such as freezing, canning and curing, are dealt with by experts who may be considered foremost in their subject. The Directory has nearly double the number of entries compared with the last edition, and can be considered practically complete. A new section has been added which lists cold storage and transport firms.

The first part of the book consists of editorial articles on every subject of immediate interest to the fisheries and fish processing industries and trades, and the chapter "World Survey" covers practically every important country from which topical information could be obtained. The Directory lists names, addresses, and other particulars, of firms in eight branches of the industry, grouped in countries; suppliers for all kinds of fish or machinery, equipment, material; trade marks and trade names; a fish supplies calendar which tabulates the sea areas, kinds of fish, and months of the year when caught.

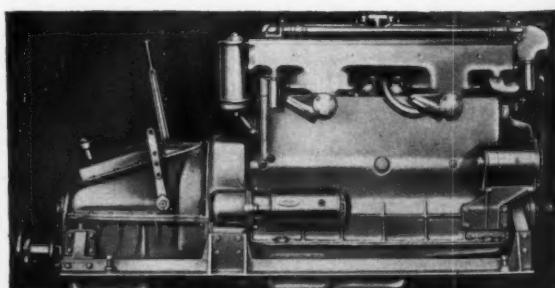
Most of the copies of the book have been sold in advance, but a few still can be obtained, price \$5.00 post free, from C. G. Hafley, 225 West 34th Street, Suite 1508, New York.

### **Cummins Dealer Changes**

Cummins has transferred the western New York dealership territory from Cummins Northeast Diesel Engines, Inc. to Cummins Diesel Sales and Service of New York, Inc., according to an announcement by Cummins' vice president of sales, L. W. Beck.

Managed by Loy Leffingwell, Cummins Diesel Sales and Service of New York with headquarters at 1030 Liggett Ave., Bronx, now services the entire State of New York and parts of New Jersey. Branches are maintained at Newark, N. J. and Blasdell (Buffalo), N. Y.

Cummins Diesel Sales and Service, Inc., distributors for Virginia, West Virginia, North and South Carolina, have moved from Norfolk to Richmond, Va. Under the management of J. W. Brinson, vice president of the branch, the new and expanded facilities include an adequately stocked parts department and complete service shop.



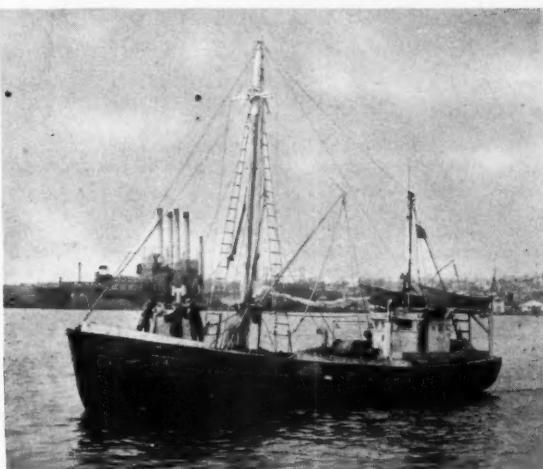
150 hp., 4-cycle, 6-cylinder Gray Diesel with 572 cu. in. piston displacement. A solid injection, valves-in-head type, it has the Gray "Cushioned Power" combustion chamber and a fresh-water cooling system with either inboard or outboard heat exchanger.

# A Salute to the "Agda"

For profitable, efficient hauls owner Ralph Clattenburg and his crew are to be congratulated. In turn their D17000 Caterpillar Marine Engine merits and receives their applause because:

*It's* COMPACT  
ECONOMICAL  
RELIABLE  
POWERFUL

The "Agda" ships daily out of New Bedford confident of the Caterpillar power beneath her deck and the friendly, reliable help of PEMCO SERVICE.



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*For Propeller Shafts*



Standard Cutless Bearing

Stern Casting  
With Cutless Bearing

Every fishing vessel needs a Cutless bearing for quiet, smooth, trouble-free operation. Water lubricated soft rubber Cutless bearings outwear all other bearings by as much as 15 to 1. Save shafts—save time—save money. Most sizes in stock for immediate delivery.

Available from Boat Repair Yards and Marine Equipment Dealers  
For More Information Write Dept. AF

**Lucian Q. Moffitt, Inc.**  
AKRON 8, OHIO

Engineers and National Distributors

## PFLUEGER SHARK HOOKS



*Instantly Set and Hold*

You bring in sharks when they hit Pflueger Shark Hooks. Here's why! Pflueger's sharp points and barbs penetrate easily—hardened steel holds your fish until he is safely brought to the boat. A 32-inch steel chain leader to swivel resists all the pull and fight of any heavy fish. Commercial fishermen make more money with Pflueger Hooks. Ask your supplier.

THE ENTERPRISE MANUFACTURING CO.  
AKRON 9, OHIO

32-  
INCH  
CHAIN

## PFLUEGER

(PRONOUNCED "FLEW-GER")

A GREAT NAME IN TACKLE

# Fish Landings for Month of June

(Hailing fares. Figure after name indicates number of trips.)

## NEW YORK

Blackhawk (3)	59,000	Joyce Ann (1)	20,000
Carol & Denis (1)	30,000	Old Mystic (1)	40,000
Falcon (1)	9,200	Teresa & Jean (3)	146,000
Felicia (1)	61,700	Two Brothers (R.I.) (2)	11,500
John G. Murley (2)	106,000	Virginia (3)	148,000

### Scallop Landings (Gallons)

Antonina (1)	600	Quest (1)	800
Chotaw (1)	600	Rainbow (1)	900
Content (1)	600	Richard Lance (1)	900
Gloria F. (1)	1,000	St. Rita (1)	900
Norseman (1)	900	Victoria (1)	750

## PORTLAND

Alice M. Doughty (3)	189,000	Evande (1)	1,000
Althea (3)	99,000	Ezone (2)	111,000
Andarte (3)	278,000	Lawrence Scola (2)	3,000
Annie Louise (8)	169,000	Lawson (3)	181,000
Araho (2)	169,000	Manchinock (3)	180,000
Arthur D. (7)	154,000	Mary & Helen (14)	174,000
Belle Isle (3)	167,000	Michale (1)	21,000
Bettina (1)	103,000	Nautillus (2)	115,000
Cara Cara (2)	153,000	Nora Sawyer (10)	243,000
Carolyn & Priscilla (2)	125,000	Ocean Wave (2)	83,000
Challenger (5)	66,000	Randolyn (3)	150,000
Chanco (2)	202,000	Resolute (2)	37,000
Cherokee (3)	280,000	St. Michale (11)	136,000
Courier (1)	145,000	Vagabond (4)	276,000
Crescent (12)	344,000	Vandal (4)	359,000
Elinor & Jean (2)	79,000	Veda E. (15)	272,000
Ethelma (2)	146,000	Villa Nova (2)	139,000
Ethel V. Stowman (3)	177,000	Willard Daggett (2)	41,000

## NEW BEDFORD

Adventure (4)	79,900	Johnny Boy (4)	45,100
Alva (3)	11,700	Josephine & Mary (2)	72,600
Ann & Marie (3)	13,400	June Bride (3)	38,200
Anna C. Perry (4)	50,800	Kelbarsam (3)	44,100
Anna Marie (1)	3,200	Lera G. (1)	19,700
Annie Louise (4)	55,800	Liberty (3)	43,400
Arnold (2)	38,600	Lucky (1)	5,300
Arthur L. (3)	77,500	Mabel Mae (1)	18,700
Barbara C. Angell (2)	116,000	Madeline (4)	22,000
Barbara M. (3)	50,000	Maria Julia (5)	54,200
Bernice (3)	18,700	Martha E. Murley (3)	40,100
Bud & Doris (2)	15,900	Mary Anne (3)	133,400
Capt. Deebold (3)	73,300	Mary J. Hayes (1)	47,000
Carl Henry (3)	130,600	Mary & Joan (2)	102,200
Carol & Dennis (2)	12,500	Minnie V. (4)	32,400
Catherine T. (3)	110,900	Mishum (4)	10,800
Charles E. Beckman (4)	72,500	Molly & Jane (4)	62,900
Charlotte (2)	14,600	Nellie (1)	7,300
Christina J. (3)	94,000	Nooreen (2)	87,000
Clinton (3)	29,000	Nyanza (1)	10,000
Connie F. (3)	69,100	Paolina (2)	73,900
Conquest (1)	7,200	Papoose (1)	5,700
Driftwood (4)	32,600	Pauline H. (3)	114,700
Ebeneezer (2)	6,500	Penguin (3)	66,100
Edith (2)	11,500	Petrel (3)	13,100
Eleanor (1)	42,000	Phyllis J. (4)	52,800
Elva (1)	4,000	Pilhasca (1)	6,900
Elva & Estelle (3)	35,600	Portugal (2)	14,100
Etta K. (4)	50,600	Pvt. Frank Kessler (1)	8,300
Eugen & Rose (3)	71,400	Prósperity (4)	39,800
Fan & Mary (1)	5,500	Reliance (1)	2,300
Felicia (1)	61,700	Rita (1)	8,900
Five Sisters (1)	6,200	Rosie & Gracie (1)	12,000
Frank Grinnell (1)	6,300	Ruth M. (1)	5,000
Gannett (3)	208,000	St. George (1)	1,400
Gladys & Mary (3)	106,300	Sandra & Jean (2)	61,700
Growler (3)	71,900	Santa Maria (1)	35,000
Harmony (4)	55,500	Sea Ranger (3)	119,200
Helen B. (2)	43,700	Solveig J. (3)	169,200
Hope (4)	42,400	Stanley B. Butler (1)	39,800
Ida & Joseph (1)	35,000	Stormy Weather (2)	14,000
Invader (4)	106,800	Susie O. Carver (5)	65,200
Irene (3)	41,900	Theresa (Conn.) (1)	7,200
Irene & Mabel (1)	10,500	Theresa & Jean (1)	49,300
Irene & Walter (4)	31,200	Two Brothers (4)	54,500
Ivanhoe (3)	67,400	Two Brothers (R.I.) (3)	39,200
Jacintha (2)	72,900	Victor Johnson (3)	70,300
Jackie B. (2)	62,000	Viking (5)	133,800
Janet Elise (4)	46,700	Viking (Chilmark) (1)	3,800
Jennie & Lucia (1)	12,000	Wamsutta (3)	104,200
J. Henry Smith (3)	9,400	Whaler (3)	103,200
Joan & Tom (1)	14,300	Wild Duck (2)	23,200
Joan & Ursula (3)	79,600	William Chesebrough (3)	21,900

### Scallop Landings (Gallons)

Abram H. (3)	3,000	Amelia (3)	3,100
Adele K. (3)	3,200	Antonina (2)	2,000
Agda (2)	1,450	Antonio (2)	2,100
Alice Hathaway (1)	1,000	Barbara (2)	2,000
Alpar (2)	2,100	Beatrice & Ida (2)	2,070

Bobby & Harvey (2)	1,900	Mary Canas (2)	1,800
Bozo (1)	250	Mary D'Eon (2)	2,000
Bright Star (2)	1,975	Mary J. Landry (3)	3,000
Camden (3)	2,300	Mary Tapper (3)	3,150
Carroll & Estelle (3)	3,000	Moonlight (3)	3,000
Catherine & Mary (2)	2,000	Muriel & Russell (2)	2,000
Charles S. Ashley (2)	2,100	New Bedford (1)	1,100
Dagny (2)	2,100	New Dawn (2)	1,600
Doris & Gertrude (3)	3,000	Newfoundland (3)	2,450
Elizabeth M. (2)	2,200	Olive M. Williams (1)	1,000
Eunice-Lilian (2)	2,000	Palestine (2)	2,200
Fairhaven (1)	1,100	Palmer's Island (1)	35
Flamingo (2)	2,000	Pearl Harbor (3)	3,300
Fleet Wing (3)	2,500	Pelican (2)	1,900
Four Sisters (2)	1,710	Porpoise (3)	3,100
Francis J. Manta (2)	2,000	Ramona (2)	1,700
Friendship (3)	2,860	Red Start (3)	3,200
Gay Head (2)	2,100	Reid (1)	900
Idlewild II (3)	810	Richard Lance (1)	800
Irene & Mabel (3)	2,600	Rockaway Belle (1)	600
Janet & Jean (1)	1,000	Rosalie F. (1)	1,000
Jerry & Jimmy (3)	3,200	St. Ann (2)	2,000
J. Henry Smith (1)	3,000	Shannon (2)	1,700
Kingfisher (3)	3,000	Smilyn (3)	3,000
Lainee K. (2)	1,800	Sonny & Joyce (1)	475
Liborio C. (3)	3,000	The Friars (2)	2,000
Linus S. Eldridge (3)	3,250	Theresa A. (2)	1,900
Louis A. Thebaud (2)	1,850	Ursula M. Norton (2)	2,200
Lubrenay (2)	2,000	Venture I (3)	3,150
Magellan (2)	650	Virginia & Joan (2)	2,000
Malena & Marie (2)	2,200	Wm. D. Eldridge (3)	3,000
Malvina B. (3)	3,250	Wm. H. Killigrew (3)	3,300
Marie & Katherine (2)	2,000	Wm. J. Landry (3)	3,000
Marmax (2)	2,200		

### Swordfish Landings (Number of Fish)

Adele K. (1)	1	Rita (1)	3
Liberty (1)	2	Two Brothers (Conn.) (1)	
Pauline (1)	4		

## GLoucester

Agnes & Myrnie (3)	62,000	Gaetano S. (2)	295,000
Albatross (2)	345,000	Gertrude E. (1)	10,000
Alden (3)	80,000	Gloucester (2)	165,000
Alice Ann (3)	296,000	G. N. Soffron (3)	229,000
Alvan T. Fuller (3)	340,000	Golden Eagle (2)	291,000
American Eagle (2)	77,000	Gov. Al Smith (2)	151,500
Angie & Florence (3)	151,000	Helen M. (2)	149,000
Anna Guarino (3)	21,400	Hilda Garston (1)	200,000
Annae (2)	22,000	Holy Family (1)	140,000
Anne II (3)	32,000	Ida & Joseph (2)	30,000
Anthony & Josephine (5)	35,000	Immaculate Conception (3)	113,000
Ariel (5)	34,000	Irma Virginia (3)	35,000
Atlantic (3)	176,000	Jackie B. (2)	21,000
Austin W. (3)	154,000	Jackson & Arthur (3)	27,000
Avocia (1)	70,000	J. B. Junior (4)	35,500
Avoret (2)	19,000	J. Carroll (1)	150,000
Babe Sears (1)	130,000	Jean & Patricia (1)	3,000
Baby Rose (2)	225,000	Jennie & Julia (2)	26,000
Barbara C. (3)	33,000	Jennie & Lucia (2)	73,000
Beatrice & Rose (3)	93,000	Johnny Baby (4)	33,500
Beatrix (2)	400,000	Jorgina Silveira (2)	116,500
Bernie & Bessie (2)	23,000	Joseph & Lucia (2)	328,000
B. Estella Burke (3)	233,000	Joseph S. Mattos (2)	191,000
Bethulia (1)	13,000	Josie II (4)	35,000
Bonaventure (2)	335,000	Julie Ann (1)	190,000
California (3)	81,000	Killarney (1)	195,000
Calista D. Morrill (3)	13,500	Kingfisher (2)	441,000
Capt. Drum (3)	74,000	Kurta (6)	40,500
Carlo & Vince (2)	68,500	Leonard & Nancy (2)	203,000
Caroline & Mary (2)	337,000	Leretha (2)	109,000
Carol Ann (1)	152,000	Limit (2)	5,500
Caspian (2)	99,000	Lois T. (2)	58,000
Catherine Amirault (2)	385,000	Lorraine III (1)	45,000
Cecil W. (2)	127,000	Lousam (2)	14,000
Chebeague (5)	47,000	Lucretia (2)	23,000
Cigar Joe (3)	104,000	Madame X (3)	32,500
Columbia (2)	440,000	Madonna (2)	70,000
Conquest (2)	333,000	Magellan (3)	168,000
Corinthian (2)	388,500	Malolo (2)	187,000
Curlew (3)	500,000	Manuel F. Roderick (1)	120,000
Dale (2)	22,000	Margaret Marie (3)	30,000
Dartmouth (2)	204,000	Margie & Roy (3)	31,000
Dolphin (Glou.) (2)	154,000	Maria Immaculata (4)	56,000
Doris F. Amero (2)	171,000	Maria & Winifred (2)	120,000
Eastern Point (2)	26,500	Marion & Alice (3)	363,000
Edith L. Boudreau (3)	232,000	Marjorie (2)	58,000
Eleanor (3)	41,000	Marsala (1)	54,000
Ellen & Jean (1)	8,000	Mary (3)	32,000
Emily Brown (1)	200,000	Mary A. (3)	110,000
Enterprise (1)	9,000	Mary E. (2)	13,500
Eva G. Clark (6)	11,500	Mary E. Curtis (2)	280,000
Eva II (4)	53,000	Mary Jane (2)	260,000
Evalina M. Goulart (2)	135,500	Mary & Josephine (1)	220,000
Evelyn A. (2)	21,000	Mary M. (3)	103,000
Falcon (3)	37,000	Mary Rose (1)	150,000
Felicia (2)	400,000	Mary W. (2)	77,000
Florence & Lee (1)	184,000	Mary & Winifred (1)	50,000
Plow (2)	313,000	Mother Ann (2)	530,000
Frances R. (3)	120,000	Nancy B. (1)	54,000
Frankie & Rose (3)	122,500	Nancy F. (1)	46,000

(Continued on page 42)

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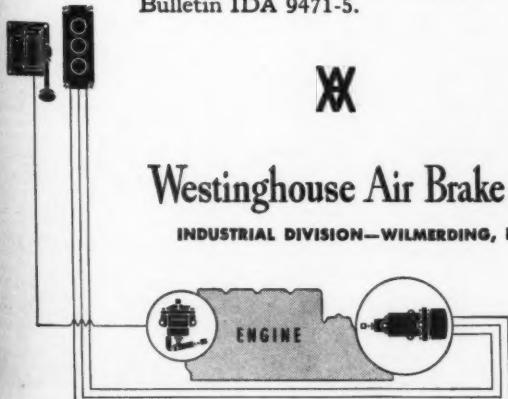
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Actuated  
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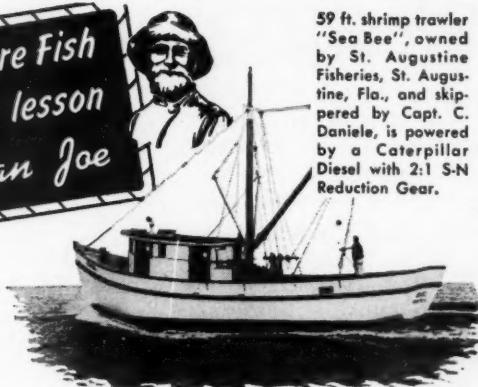


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59 ft. shrimp trawler "Sea Bee", owned by St. Augustine Fisheries, St. Augustine, Fla., and skippered by Capt. C. Daniele, is powered by a Caterpillar Diesel with 2:1 S-N Reduction Gear.

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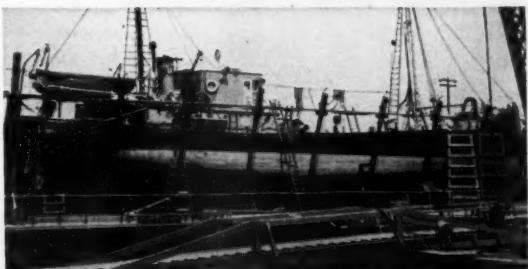
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- ★ San Diego — Crofton Diesel Engine Co.
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256 East Marginal Street, East Boston 28  
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(Continued from page 40)



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TRACKER**  
**the best little RDF ever!**  
**COMPLETE WITH 2-BANDS  
BEACON AND BROADCAST**  
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3 to 105 lbs.  
for boats to 80 ft.

Your Northill holds in any blow; breaks out easily with vertical pull. Light weight means easy handling and stowing. Used by yachtsmen and fishermen everywhere. See your dealer for proper weight.

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*Bottoms Up Says—*

**HEY! WAIT A MINUTE SON.—**

LET ME STOP  
THOSE LEAKS

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I never waste time cuttin'  
and fittin'. I just patch  
and seal with Waterplug  
**LARGE SAMPLE CAN 75¢**  
Order No. 101



**Standard Dry Wall Products**  
BOX X, NEW EAGLE, PENNSYLVANIA

Natalie III (3)	125,000	St. Peter II (2)	337,000
Natalie B. (1)	1,500	St. Providenza (8)	66,000
New Bay (2)	222,000	St. Rosalie (3)	112,000
Noah A. (2)	22,000	St. Victoria (2)	193,500
No More (4)	39,000	Sacred Heart (3)	24,500
North Star (2)	52,000	Salvator (1)	5,000
Nova Lula (1)	10,000	Salvatore & Grace (3)	178,000
Novelty (3)	25,000	Santa Lucia (2)	28,000
Nyoda (1)	20,000	Santa Maria (1)	20,000
Pan Howard (1)	142,000	Santo Antonino (2)	51,500
Philip & Grace (2)	275,000	Sarah J. (3)	204,000
Phyllis & Mary (2)	67,000	Sea Hawk (3)	173,000
Pilgrim (2)	365,000	Sea King (3)	220,000
P. K. Hunt (2)	210,000	Sea Queen (2)	150,000
P. M. Boland (2)	118,000	Sea Rambler (2)	147,000
Pollyanna (1)	128,000	Serafina N. (3)	93,000
Portugal (3)	219,000	Serafina II (3)	104,000
Positive (2)	302,000	Silver Bay (1)	160,000
Powhatan (3)	165,000	Skilligee (3)	184,000
Priscilla (2)	12,000	South Sea (3)	180,000
Puritan (3)	420,000	Sunlight (2)	330,000
Raymonde (2)	206,000	Superior (2)	173,000
R. Eugene Ashley (2)	172,000	Sylvester Whalen (2)	362,000
Rita B. (3)	270,000	Theresa M. Boudreau (1)	212,000
Roma II (2)	9,000	Theresa R. (1)	160,000
Ronald & Mary Jane (2)	438,000	Thomas D. (2)	275,000
Rose & Lucy (3)	80,000	Thomas J. Carroll (2)	300,000
Rosemarie (3)	155,000	Three Sisters (3)	85,000
Rosemarie V. (1)	33,000	Trimembral (4)	29,000
Rosie C. (2)	22,000	Two Pals (1)	26,000
Rosie & Gracie (2)	36,500	Uncle Guy (4)	389,000
Ruth E. (1)	12,000	Viking (3)	130,000
St. Anthony (2)	291,000	We Three (3)	36,000
St. John (4)	37,000	Whitestone (3)	179,000
St. Joseph (1)	50,000	Win Story (3)	65,500
St. Nicholas (2)	380,000	Yankee (1)	3,000
St. Peter (3)	165,000		

## BOSTON

Acme (9)	139,000	Maine (3)	265,000
Adventure (3)	220,700	Margaret & Marie (2)	22,100
Addie Mae (9)	139,000	Maria Del Soccorso (8)	125,300
Agatha & Patricia (3)	200,000	Maria Guiseppe (5)	21,600
Alden (1)	12,000	Marietta & Mary (4)	139,400
Alphonso (8)	119,300	Maris Stella (3)	193,200
Annie & Josie (9)	139,400	Marjorie (1)	10,000
Arlington (3)	316,800	Marjorie Parker (2)	166,000
Assertive (2)	114,000	Marsala (3)	76,700
Atlantic (3)	328,000	Mary J. Hayes (2)	86,100
Ave Maria (7)	102,200	Mary & Joan (1)	63,300
Barbara G. Angell (1)	85,900	Mayflower (5)	64,100
Bay (3)	247,600	M. C. Ballard (3)	211,300
Billow (3)	258,800	Michigan (3)	262,600
Bonnie (3)	269,000	Nancy B. (2)	67,000
Breaker (3)	237,500	Neptune (3)	236,800
Breeze (3)	238,700	Noreen (1)	64,300
California (1)	11,000	Nova Antonio (5)	29,500
Calm (2)	251,000	Ohio (3)	248,000
Cambridge (3)	263,100	Olympia (4)	131,000
Carmela Maria (Dragger) (5)	139,200	Olympia La Rosa (5)	216,300
Carmela Maria (L. Tr'l'r) (7)	34,900	Pam Ann (3)	151,300
Carole June (2)	126,200	Phantom (3)	226,600
Catherine B. (Dragger) (5)	190,000	Pioneer (7)	102,100
Catherine B. (L. Tr'l'r) (4)	22,400	Plymouth (3)	203,100
Charlotte M. (3)	155,000	Princess (7)	115,500
Clipper (1)	62,200	Priscilla (3)	15,900
Crest (3)	222,900	Quincy (3)	233,000
Diana C. (7)	106,500	Racer (3)	222,700
Dorchester (1)	28,500	Red Jacket (3)	346,300
Drift (3)	287,200	Richard J. Nunan (4)	157,700
Eddie & Lulu M. (8)	97,400	Robert & Edwin (8)	121,400
Elizabeth B. (3)	232,300	Roma (7)	88,400
Esther M. (3)	239,300	Rosalie D. Morse (3)	191,800
Estrelo (3)	234,500	Rose & Lucy (1)	25,000
Eva Martin (6)	68,800	Rose Mary (7)	103,600
Famiglia (2)	58,300	Rosie (8)	128,300
Fanny F. Hickey (8)	131,400	Rush (3)	213,300
Felicia (1)	47,500	St. Anna (4)	19,600
Flying Cloud (3)	366,000	St. Francis (3)	78,900
4-C-688 (2)	7,500	St. Joseph (Dragger) (1)	45,400
4-C-887 (2)	7,800	St. Joseph (L. Tr'l'r) (3)	13,700
4-E-885 (1)	2,200	St. Michael Angelo (6)	23,700
4-G-370 (6)	25,700	St. Theresa (1)	3,100
4-G-673 (4)	14,900	Sacred Heart (7)	101,000
4-H-823 (3)	7,700	Salvator (1)	10,000
Francesca (5)	23,600	San Antonio (5)	19,100
Geraldine & Phyllis (3)	146,800	San Calogero (7)	115,700
Hazel B. (3)	184,600	Santa Rita (2)	6,100
Hornet (8)	123,900	Savoia (6)	26,200
Jackie B. (1)	14,000	Sebastiano & Figli (9)	139,800
J. B. Junior (3)	196,200	Six Brothers II (6)	19,300
J. B. Junior II (5)	74,300	Stanley B. Butler (2)	138,500
Jennie & Lucia (1)	14,000	Surge (3)	255,000
Joe D'Ambrusio (7)	94,300	Texan (2)	164,500
John G. Mullery (1)	55,500	Thomas Whalen (2)	161,400
Josephine (7)	73,400	Three of Us (1)	15,000
Josephine E. (3)	15,000	Triton (3)	328,900
Josephine P. II (3)	144,600	Two Pals (5)	62,600
Josie M. (8)	123,600	Venture II (4)	176,000
Junojaes (3)	179,900	Victory II (1)	18,300
Leonarda (8)	103,800	Wave (3)	270,400
Little Nancy (4)	129,500	Weymouth (3)	240,000
Lorraine III (2)	68,200	W.M. J. O'Brien (3)	234,100
Louise (1)	61,500	Winchester (3)	275,800
Lucky Star (3)	255,400	Winthrop (3)	210,300
Lynn (3)	229,100		
Mabel Mae (2)	83,500		

## Swordfish Landings (Number of Fish)

Evelyn G. Sears (1)

116

ATLANTIC FISHERMAN — JULY, 1949

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180,000  
330,000  
173,000  
362,000  
212,000  
160,000  
275,000  
300,000  
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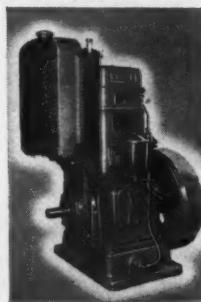
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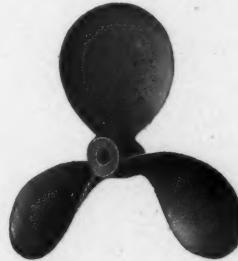
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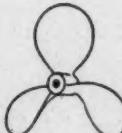


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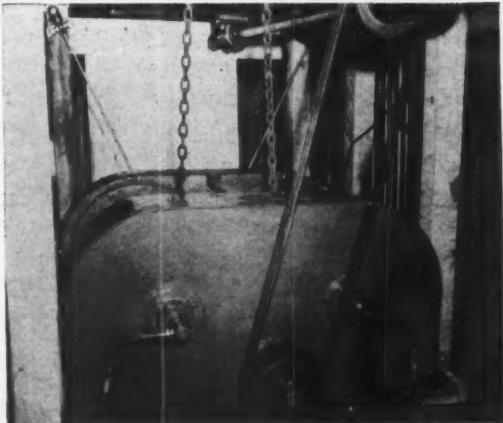
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## Rhode Island Has Two New Draggers

Herman R. Melanson Boatyard, Gloucester, launched the 38' dragger *Trina Lea* on June 14 for Capt. Clinton Babcock of Wakefield, R. I. She has a 120 hp. Mack Diesel with 3:1 reduction.

Capt. Theodore Dykstra's new 55' schooner-type dragger *Anna Grace*, also built by Melanson, arrived at Point Judith, R. I. the first of this month. The vessel is equipped with a 150 hp. Buda Diesel with 2.15:1 Capitol reduction gear.

### Dragger "Doris" Sinks

The 50' dragger *Doris* of Newport sank a few miles south of Brenton's Reef lightship June 22 after striking a buoy in a fog. A 20-year-old vessel, the *Doris* started to settle almost immediately following the collision and the crew, owner-Capt. Burton W. Preble and L. Franklin Grinnel, prepared to abandon ship only to find that the dory leaked badly. However, the dragger *Vagabond* out of Mystic, Conn. appeared on the scene and rescued the men as they were about to resort to clinging to the buoy.

## Connecticut Oysters Ready to Spawn

The Milford laboratory of the Fish & Wildlife Service has reported partial spawning of oysters observed at its Long Island Sound stations. On July 6, approximately 63% of the oysters were in the less-than-half-spawned stage, 25% in the more-than-half-spawned stage, and 12% had not begun to spawn. The greatest evidence of spawning was noticed among oysters of the 10' and 20' stations.

Starfish spawning was well advanced and starfish larvae were found in all samples collected.

The beginning of oyster setting in Long Island Sound should be expected about July 19, and it is suggested that oystermen plant most of their shells by July 14 or 15 in order to catch the early set.

### Crew of Burning Dragger Rescued

A three-man crew was saved from the burning 51' Stonington dragger *Fan and Mary* south of Gay Head off Vineyard Sound June 25. Rescued were Capt. Frank G. Roderick, his son Frank Jr., and Joseph Sanda, mate, who were taken aboard the fishing vessel *Stormy Weather*, first to reach the blazing boat.

Responding to an SOS, a Coast Guard plane from Quonset Point quickly located the *Fan and Mary* and directed the Navy cruiser *Rochester* to the scene. Arriving shortly after the rescue had been effected, the cruiser put its hoses and fire-fighting crew into action and extinguished the blaze. However, the dragger sank while being towed into New Bedford.

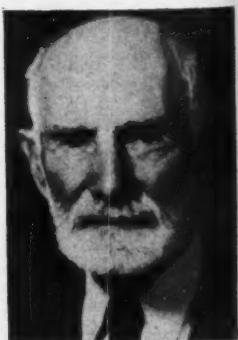
## Levi T. Snow

Levi T. Snow, Chairman of the Board of Directors of the Snow-Nabstdt Gear Corp., Hamden, Conn., died on June 21 in his 90th year.

Born in Prospect Ferry, Maine, he moved with his folks at the age of six to Thomaston, Conn. He attended Thomaston Academy and later served his apprenticeship as a machinist and tool maker at Pratt-Whitney in Hartford.

In 1884, Mr. Snow went to New Haven to join Strong Firearms Co., later buying into it. While there, he invented the popular Universal Food Chopper, still being manufactured. As an inventor, he went into business for himself, manufacturing many items that are still being used.

At the beginning of the war, Mr. Snow had the honor of receiving the first Army-Navy E award in New Haven for his firm. He was recognized as a leader in industrial relations. He retired as president in 1947 and was succeeded by A. T. Nabstdt.



Levi T. Snow

## Texas Legislature Approves Gulf States Compact

A bill allowing Texas to join the Gulf States Marine Fisheries Compact was given final passage last month by the Legislature and sent to Gov. Beauford H. Jester for signature. Under the compact, Alabama, Florida, Louisiana, Mississippi and Texas will make a joint study of fisheries for better utilization of aquatic resources.

### Shrimp Catches Remain Good

Shrimpers working between Corpus Christi Pass and Freeport made good catches the first half of June. Trips ran from 1000 to 4000 lbs. At one time, 85 boats were seen dragging the "Big Hill". During May, following opening of the season on the 10th, most of the larger trawlers from this section of the coast averaged 10,000 lbs. However, on the southeastern end of the Texas Coast, shrimp catches were meager during early June. Therefore, most of the Port Arthur and Sabine trawlers moved to Brownsville and were operating off the lower Texas Coast and Mexico.

### Canal Link Opened

On June 19, the recently-completed link of the Intra-coastal Canal between Corpus Christi and Port Isabel was officially opened. Shrimp trawlers who previously had to make the trip from Port Aransas to Port Isabel by the Gulf route will now be able to use the inland waterway and avoid unexpected high tides and strong winds.

### Anderson to Head Menhaden Investigation

A. W. Anderson, new biologist at the Rockport marine laboratory, will head the menhaden investigation which was started on the Texas Coast in 1948. He will be assisted by Joseph P. Breuer.

### "Judy's" Crew Injured in Explosion

Clifford Landry, owner of the 26-foot shrimper *Judy*, and two crewmen, Capt. Bliss Hard and Leonard Priest, were seriously burned June 16 when the *Judy* exploded at Seabrook and burned. The men were preparing for the day's shrimping when the explosion occurred.

### "Blue Seal" Overhauled

After two months on the ways at Port Isabel, the trawler *Blue Seal*, owned by the Aransas Seafood Co., has returned to Aransas Pass. A complete overhaul of the boat was necessary after she beached and sank in April.

### John Mircovich

John Mircovich, co-founder of Two Brothers Fish Co. at Ingleside, died at Corpus Christi June 11 at the age of 68. With his brother, Mateo, he built the fishing schooner *Two Brothers* in 1884. This boat is still in use by Joe Mircovich, present owner of Two Brothers Fish Co.

### Boston Draggers Get New Engines

A new 6 cylinder Model ME, 150 hp. Murphy Diesel with Snow-Nabstedt 3:1 reduction gear, has been installed in the 55' *Mary & Jennie*, owned by Capt. Joseph Catanzaro of Boston. The engine was sold by J. H. Westerbeke Corp., who also installed a 48 x 36 Federal propeller, Sperry hydraulic throttle control and Marine Products bilge pump, and erected a new pilot house.

A new Wolverine Diesel for Fall delivery has been ordered for the 68' Boston dragger *San Calogero*, owned by Capt. James Bono and Sam Lo Piccolo. The engine is a 6 cylinder, 8 1/2 x 10 1/2 model, rated 240 hp. at 650 rpm.

The 40' hooker *Captain Joe*, owned by Matteo Palozzola of Boston, has been repowered with a new Model 317-6DTMR, 75 hp. Buda Diesel. Installed by Reid's Shipyard, Winthrop, the engine is equipped with 3:1 Snow-Nabstedt reduction gear and Maxim silencer, and swings a 28 x 25 Michigan propeller.

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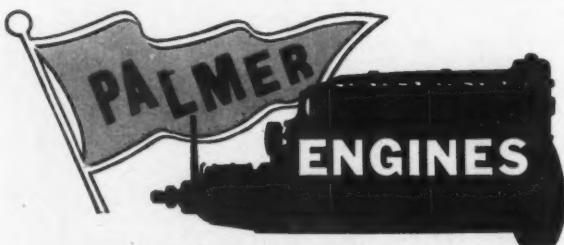
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## Vineyard Bailings

By J. C. Allen

We believe, as we pen this report, that the current month of June, now darning well vanished in the wake, will go down on record as being the poorest month of that name in the history of local fisheries, and so help us, we don't know why!

We believe that the report will be recorded because the overall haul of local craft and gear is the slimmest, taken full and by, which is the main reason for such things at any time and place. But be cussed and be blowed if we will accept the theory that this has resulted from an unusual scarcity of marine life; it just doesn't add up.

Mankind is prone to deal in superlatives; he shouts to high heaven that this is the worst, best, lousiest, or what-have-you that he ever saw. Well, mankind has said this: that the month was the most windy ever, that the lobsters were the scarcest, the striped bass most plentiful, the bait thickest, and so-on, and he is right on every count.

If there is any one thing to feel discouraged about, it is the lobster. This time of year should normally see the gang doing all right for themselves, only they aren't. Lobsters, throughout the entire area here, which comprises some 30 miles in length and two-thirds that in width, are scarce. Moreover, the gang does not feel that there will be any improvement; the source of supply seems to have been shut off as effectively as though somebody had turned a spigot.

### Striped Bass in Good Supply

As regards the fish, it shapes up differently as we see it. Our own contention is that mankind has contrived to capsize the normal plan of nature for stabilizing the supply.

For example, we have always noticed that when one or two varieties of fish become scarce, another one or two become plentiful. Well, we have had that condition for the past three years. Striped bass are, and have been very plentiful. As we write this report, they lay by the thousands in water where a man could wade in hip boots. But you can't use gear to catch 'em—nothing but rods and reels—and if and when Summer gales blow out and the water gets hot, they don't bite for a whoop.

Draggers, operating anywhere from five to 25 miles off the beaches, haven't done too hot. They almost made a failure of taking the scup this season. Yet we know that there are bunches of scup on the rocks where draggers can't operate, and it is no trick for a man to pick up half a barrel or so with a line. Scup is not a valuable food fish, God knows why, because plenty of people enjoy eating them; but if they can find food and a place to lay, it could be that conditions are suitable for other varieties.

We believe they are. Since a year ago we have been impressed by the increasing number of sea bass, especially the small ones. It is difficult to fish with a hand line for any length of time without heaving away dozens of these juvenile fish. Whether everyone heaves 'em away we wouldn't know, but there's a crop or haul in the process of growth as we see it.

Again, we have checked, weekly and oftener, on the catch of medium-sized vessels, as well as small ones; and we have noticed few cod reported, not only for the past month, but the month previous. Yet one hand-liner who dodged out between gales of wind picked up a ton with three lines in a day. This, of course, on the ledges where the twine won't work.

### Draggers Catch Mostly Flukes

Thus the monthly haul has been flukes, mostly, some scup, and a very few yellowtails, among the draggers. Trap gear went in late, but caught one or two runs of scup, one of the best hauls being close to a ton for an overnight set. Then they had a better run of mackerel than the seiners, for some unknown reason, the trapped mackerel running much larger, if not as plentiful, than the culls taken in the twine.

The first sword landed here came ashore during the week of the 16th. The sea-scalloper who got it struck three but lost two of them. This is no record, by a long shot, and we know that this wasn't even the first sword taken.

## New Brunswick Report

By C. A. Dixon

Fishermen of New Brunswick have been assured by Federal Government authorities that every effort will be made to enlarge existing markets for their product and create new outlets for the sale of fish of all kinds. The experiment of placing a refrigerated mobile unit on the road in New Brunswick to promote the sale of fresh fish will be watched with great interest. That such a system can be extended to other provinces is a likelihood, and it is believed that it will result in a much greater consumption of fish per capita than in the past, when strictly fresh fish was not made available.

The Canadian Fisheries Research Board estimates that the average Maritimer eats 35 lbs. of fish a year, which is well above the national average. New Brunswick's 480,000 people would then consume about 17,000,000 lbs. of fish annually, or only 8% of the Province's production. Nevertheless, New Brunswick's fish consumption is the largest of any Canadian Province.

Certain species, such as smelts, alewives, salmon, and most of the shellfish, are consumed largely in the Province or in the Maritimes. Other species, such as the sardine and lobster, are sold as exports.

Estimates for 1948 show New Brunswick production valued at \$145,000,000, of which \$90,000,000 were exports. While Canada exports between 60 and 75% of its fish, the average for New Brunswick is undoubtedly higher.

Principal market for New Brunswick's fish is the United States, where the lobster, one of the two most important species, is sold. Other fish go to New England markets in fresh, frozen and filleted forms.

### Groundfish Run Slacks Off

The excellent run of groundfish which was enjoyed by Southern New Brunswick fishermen in the late Spring slacked off somewhat in June. Although at first only a few pollock were caught in Quoddy River, the fish became more abundant as the month progressed, and a stepping up of hand-lining activities resulted. Deer Island sardine herring fishermen and herring scale producers engaged in the work, having been forced to turn their attention to other lines of endeavor due to the failure of weir fishing.

Cod were fairly plentiful for a time, but fishing for them was unprofitable due to a low price. The price of haddock has dropped from 6c a pound to 4c.

### Individual Lobster Catches Lower

From different lobster fishing districts in Southern New Brunswick comes the report that individual fishermen found lobsters less plentiful this Spring than in the 1948 season, and in some areas the shellfish were very scarce. Many more traps were fished along the coast and islands, which may result in the maintenance of a fairly good overall catch.

### Sardine Herring Still Scarce

Although the failure of the Spring school of sardine herring to show up in Southern New Brunswick has caused concern throughout the region, hopes are entertained that a sizable Summer school will make its appearance before July ends or early in August, at the latest. It cannot be said that the existing conditions are entirely unusual, for during several decades there were years when a Summer or Fall school of fish had to be depended upon to supply the demand in the Eastern Maine sardine factories as well as the Canadian plants.

The month of June always has been considered an off month for sardine herring due to the fact that the fish are scattered, and it is seldom that weirs in most of the locations in Charlotte County provide their owners with steady fishing. This year, however, is an exception to the rule in that the scarcity seems to be everywhere, whereas during early Summer in years gone by there were certain localities where the fish congregated in sufficient quantities to keep the factories along the coast in operation. This year even the few Canadian plants which were active had difficulty in obtaining fish enough to operate part time.



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\*Northill Co., Inc., Los Angeles 45, Calif.

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\*Surrette Storage Battery Co., Salem, Mass.  
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\*Kelvin & Wilfrid O. White Co., 90 State St., Boston, Mass.  
\*Marine Compass Co., Pembroke, Mass.  
\*E. S. Ritchie & Sons, Inc., 112 Cypress St., Brookline, Mass.  
Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

## CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.  
\*Columbian Rope Co., Auburn, N. Y.  
\*The Edwin H. Fitler Co., Philadelphia 24, Pa.  
New Bedford Cordage Co., 233 Broadway, New York, N. Y.

## DEPTH FINDERS

\*Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.  
\*Bludworth Marine, 100 Gold St., New York 7, N. Y.  
Kaar Engineering Co., Palo Alto, Calif.  
Pilot Marine Corp., 39 Broadway, New York 6, N. Y.  
\*Submarine Signal Co., 160 State St., Boston, Mass.

## DIESEL AUXILIARY SETS

Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W Outer Drive, Detroit 23, Michigan.  
\*Lister-Blackstone Inc., 420 Lexington Ave., New York 17, N. Y.  
D. W. Onan & Sons, Inc., Minneapolis 5, Minn.  
Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.  
\*Witte Engine Works, Kansas City 3, Mo.

## ENGINE CONTROLS

Sperry Products, Inc., Hoboken 1, N. J.  
\*Westinghouse Air Brake Co., Wilmerding, Pa.

## ENGINE MANUFACTURERS

### Diesel Engines

\*Atlas Imperial Diesel Engine Co., Oakland, Calif.  
The Buda Co., Harvey, Ill.  
\*Caterpillar Tractor Co., Peoria, Ill.  
\*Cooper-Bessemer Corp., Mount Vernon, O.  
\*Cummins Engine Co., Columbus, Ind.  
Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W Outer Drive, Detroit 23, Michigan.  
Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.  
\*Fairbanks, Morse & Co., Chicago, Ill.  
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.  
Kermath Manufacturing Co., 5896 Commonwealth Ave., Detroit 8, Mich.

## The Lathrop Engine Co., Mystic, Conn.

\*Lister-Blackstone Inc., 420 Lexington Ave., New York 17, N. Y.

Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.

\*Nordberg Mfg. Co., Milwaukee, Wis.

\*The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.

R. H. Sheppard Co., Inc., 30 Middle St., Hanover, Pa.

\*Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.

Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

## Gasoline Engines

\*Atlas Imperial Diesel Engine Co., Oakland, Calif.

Chris-Craft, Marine Engine Div., Algonac, Mich.

\*Chrysler Corp., 12211 East Jefferson, Detroit, Mich.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

Kermath Manufacturing Co., 5896 Commonwealth Ave., Detroit 8, Mich.

The Lathrop Engine Co., Mystic, Conn.

\*Nordberg Mfg. Co., Milwaukee, Wis.

Packard Motor Car Co., 1580 E. Grand Blvd., Detroit 32, Mich.

\*The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.

Red Wing Motor Co., Red Wing, Minn.

Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.

## ENGINE DEALERS

\*Cummins Diesel Engines, Inc., 209-13 N. 22nd St., Philadelphia 3, Pa.

\*Cummins Diesel Engines of New England, Inc., 18 Hurley St., Cambridge 41, Mass.

\*Cummins Diesel Sales and Service of New York, Inc., 1030-1044 Leggett Ave., New York 55, N. Y.

\*Diesel Marine & Equipment Corp., 342 Madison Ave., New York 17, N. Y.

The Edson Corp., 49 D St., South Boston, Mass.

\*Harbor Supply Oil Co., 39 Portland Pier, Portland, Me.

Walter H. Moreton Corp., 9 Commercial Ave., Cambridge, Mass.

H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.

\*Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass.

## EXHAUST SILENCERS

John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.

The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.

## FILLETING MACHINES

\*Fish Machinery Corp., 4 Fish Pier, Boston, Mass.

## FISHING GEAR

\*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

## FISH MEAL MACHINERY

\*Enterprise Engine & Foundry Co., Process Machinery Div., 18th and Florida Sts., San Francisco, Calif.

## FLOTS

New England Fishing Gear Co., 301 Eastern Ave., Chelsea, Mass.

J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

## GENERATORS

The Imperial Electric Co., Akron, Ohio.

## HOOKS, FISH

\*Bill DeWitt Baits, Hook Mfrs., Auburn, N. Y.

\*O. Mustad & Son, Oslo, Norway.

\*\*Pflueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

## ICE BREAKERS

Gifford-Wood, Hudson, N. Y.

Link-Belt Co., 2410 W. 18th St., Chicago 8, Ill.

## LORAN

Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

## NETS AND NETTING

\*W. A. Augur, Inc., 35 Fulton St., New York, N. Y.

Brownell & Co., Inc., Moodus, Conn.

R. J. Ederer Co., 540 Orleans St., Chicago, Ill.

The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.

\*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.

Moodus Net & Twine, Moodus, Conn.

New England Fishing Gear Co., 301 Eastern Ave., Chelsea, Mass.

Sargent, Lord & Co., 42 Portland Pier, Portland, Me.

A. M. Starr Net Co., East Hampton, Conn.

## OIL FILTERS

Winslow Engineering Co., 4069 Hollis St., Oaklawn 8, Calif.

## OILS

\*Esso Standard Oil Co., 26 Broadway, New York 4, N. Y.

Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

\*Socony-Vacuum Oil Co., Inc., Marine Sales Dept., 26 Broadway, New York 4, N. Y.

## PAINTS

Amercoat Division, P.O. Box 3428, Terminal Annex, Los Angeles 54, Calif.

Hart and Burns Inc., Riverside, Calif.

\*International Paint Co., Inc., 21 West St., New York, N. Y.

Pittsburgh Plate Glass Co., Pittsburgh, Pa.

Tarr & Wonson, Ltd., Gloucester, Mass.

## PRESERVATIVES

"Cuprolignum": Robert S. Chase, 195 Marlborough St., Boston 16, Mass. Megary & Co., 16 E. Lexington St., Baltimore 2, Md.

The Teckkote Co., 821 W. Manchester Ave., Ingewood, Calif.

Unexcelled Chemical Corp., 11 Park Place, New York 7, N. Y.

## PROPELLERS

\*Columbian Bronze Corp., Freeport, N. Y.

Federal Propellers, Grand Rapids, Mich.

F. Ferguson & Son, 1132 Clinton St., Hoboken, N. J.

\*Hyde Windlass Co., Bath, Me.

\*Michigan Wheel Co., Grand Rapids, Mich.

## PROPELLER SHAFTS

\*The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

## PUMPS

The Edson Corp., 49 D St., South Boston, Mass.

\*Marine Products Co., 515 Lyceate Ave., Detroit 14, Mich.

## RADIO DIRECTION FINDERS

Applied Electronics Co., 1246 Folsom St., San Francisco 3, Calif.

Bludworth Marine, 100 Gold St., New York 7, N. Y.

Fisher Research Laboratory, Inc., Palo Alto, Calif.

Kaar Engineering Co., Palo Alto, Calif.

Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

Sargent, Lord & Co., 42 Portland Pier, Portland, Me.

\*Submarine Signal Co., 160 State St., Boston, Mass.

## RADIO RECEIVERS

National Company, 61 Sherman St., Malden, Mass.

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JULY, 1949

## RADIO TELEPHONES

Applied Electronics Co., 1246 Folsom St., San Francisco 3, Calif.

Fisher Research Laboratory, Inc., Palo Alto, Calif.

\*The Harris Co., Portland, Me.

Hudson American Corp., 25 West 43rd St., New York 18, N. Y.

Jefferson-Travis, Inc., 76 Ninth Ave., New York 11, N. Y.

Kar Engineering Co., Palo Alto, Calif.

Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

Sargent, Lord & Co., 42 Portland Pier, Portland, Me.

## RANGES

The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.

\*Shipmate: Stamford Foundry Co., Stamford, Conn.

## REVERSE AND REDUCTION GEARS

\*Snow-Nabstdt Gear Corp., Welden St., Hamden, Conn.

\*Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

## RUBBER BOOTS

Beacon Falls Rubber Footwear, Beacon Falls, Conn.

## RUBBER CLOTHING

Beacon Falls Rubber Footwear, Beacon Falls, Conn.

J. F. Carter Co., Beverly, Mass.

Hodgman Rubber Co., Framingham, Mass.

H. M. Sawyer & Son Co., East Cambridge, Mass.

## RUST PREVENTIVE

Sudbury Laboratory, Box 780, South Sudbury, Mass.

## SEAM COMPOUNDS

\*Standard Dry Wall Products, Box X, New Eagle, Pa.

## SHIPBUILDERS, BOATYARDS

Avondale Marine Ways, Inc., Westwego, La.

Bath Iron Works, Bath, Me.

\*Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.

Bristol Yacht Building Co., South Bristol, Maine.

Camden Shipbuilding & Marine Railway Co., Camden, Me.

\*Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.

\*Diesel Engine Sales Co., Inc., St. Augustine, Fla.

Electric Boat Co., Groton, Conn.

\*Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.

Luders Marine Construction Co., Stamford, Conn.

Newbert & Wallace, Thomaston, Maine.

\*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.

Southwest Boat Corp., Southwest Harbor, Me.

Webber's Cove Boat Yard, East Blue Hill, Me.

## STEERING GEAR

The Edson Corp., 49-51 D St., South Boston, Mass.

Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

## STERN BEARINGS

\*Goodrich Cutless: Lucian Q. Moffitt, Inc., Akron 8, Ohio.

\*Hathaway Machinery Co., New Bedford, Mass.

## TRAWLING EQUIPMENT

\*Bromfield Mfg. Co., Inc., 246-256 Border St., East Boston 28, Mass.

\*Hathaway Machinery Co., New Bedford, Mass.

\*New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

## WHISTLES

Cunningham Mfg. Co., 4200 West Marginal Way, Seattle 6, Wash.

## WIRE ROPE

\*Bethlehem Steel Co., Bethlehem, Pa.

\*John A. Roebling's Sons Co., Trenton 2, N. J.

Wickwire Spencer Steel Division, Palmer, Mass.

## Sounding-Lead

(Continued from page 9)

is easier; rapid, even hauling saves time and reduces gear parting; and more fish can be handled with the same effort.

Four small gurdies for test purposes were distributed by the Department of Fisheries to fishermen in four Atlantic ports. This, together with demonstrations by the *J. J. Cowie*, led to increasing interest in the greater efficiency of power hauling. At Caraquet, a gurdy was installed in one of eight similar boats. As a result, this boat increased its season's catch from 183,000 lbs. to 243,000 lbs., and increased its rating in the fleet from seventh to third place.

## JAPAN REPORT

The American fisheries mission invited by the Supreme Commander for the Allied Powers to study the Japanese fisheries industry has completed its assignment and returned to the United States. The mission was composed of: Edward W. Allen of Seattle, United States Commissioner, International Fisheries Commission; Frederick McG. Bundy of Gorton-Pew Fisheries Co., Ltd., Gloucester, Mass.; and Donald P. Loker of French Sardine Co., Inc., Terminal Island, Cal.

The report submitted by this group following its study and observation of the Japanese fishing industry endorsed the policy of SCAP aimed at maximum sustained production. The mission also advocated continuation of close liaison between SCAP and the Japanese Fisheries Agency and suggested advancement of the Agency to the status of a Ministry.

Japanese fishing in the coastal fisheries of any of the Allied Powers was strongly opposed and SCAP was urged to prohibit such operations as long as in control. It also was believed wise to continue the policy of limiting operations to the present authorized area until the Japanese are convinced that they must establish the confidence of other nations before being accepted as equal partners in international fisheries.

It was advocated that when a treaty of peace is negotiated, permanent fisheries treaties should be concurrently negotiated and not left for subsequent action. In this connection, inclusion of the following was suggested: protection of world coastal fisheries, sound policies for high seas fishing, the international whaling convention, a fur-seal treaty, and respect for international fishery conventions.

**CONSUMPTION**—In spite of the  $\frac{1}{4}$ -pound increase in per capita consumption of fish last year, a survey by the Department of Agriculture shows that among 1,558 families picked at random in 68 cities, only 56.6% use fishery products as food. This compares favorably with the 1942 survey when only 48% consumed fish, but the fact remains that 43.4% of these city families still do not eat fish.

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South Fish Co., 31 Fulton Fish Market

Frank W. Wilkisson, Inc., 16 Fulton Market

## **Classified Advertising**

Rates. \$1.00 per line, \$5.00 minimum charge. Count 10 words to a line.  
Closing date, 25th of month preceding date of issue.

### **MARINE BARGAINS**

Draggers: Item S.J.C., 68' x 17'6" x 8', built 1944, 171 hp, Buda engine, rebuilt 1949, ices 100,000 lbs. of fish, radio, range finder, Fathometer, Hathaway gear. In commission, construction oak and yellow pine, very able, 10 knots, quick sale price \$33,000. 97' mine sweeper converted to dragger, built 1943, 400 hp. Atlas, ices 170,000 lbs., best of equipment, now in commission, cost over \$60,000 to convert dragger. All in A-1 condition, quick sale price \$70,000. Now fishing out of Maine port. Friendship type sloop, 38' x 11'3" x 6'4", rebuilt 1940, gaff rig, Kermath powered, cruise 4, in commission, all in good condition, price reasonable. Our listings cover draggers 40 to 115', wood and steel. Freight, party and sardine boats, also gasoline and Diesel engines 5 to 600 hp. Write us as to your requirements. Knox Marine Exchange, Camden, Me., established 1926.

### **DRAGGER FOR SALE**

77' long o.a., 15' beam o.a., 8' deep o.a., draft 5'. Two 40 hp. heavy-duty Lathrop gasoline engines, radiotelephone, radio direction finder, capacity 30,000 lbs., accommodations for 7. Price \$7,500. Raymond R. Smith, 1 Wilson Drive, Cape May, N. J.

### **CROAKER NETS FOR SALE**

34 croaker nets, 300' long, 12' deep, 3 $\frac{1}{2}$ " to 4 $\frac{1}{4}$ " mesh, 9 thread medium laid cotton twine, double cork line, double lead line, price 15c per foot in 300-foot shots. Raymond R. Smith, 1 Wilson Drive, Cape May, N. J.

### **BOAT OF THE MONTH**

47' Western type dragger built 1939. A first class boat just completely overhauled including a new 165 hp. Gray Marine Diesel, new fuel tanks, all new rigging, sheathing, nets, doors, gallows frames. 30,000 lbs. iced fish capacity. An able boat that will actually steam 11 knots or better. Price \$10,000. Edwin B. Athearn, Marine Broker, Commercial and Pleasure Craft, Woods Hole, Mass. Tel. Falmouth 1715.

### **DRAGGER "PETREL" FOR SALE**

Dragger (Petrel), Western rig, 52' x 14' x 7', 120 hp. Buda, Bendix depth recorder, 25-watt telephone, direction finder. Built Maine 1947, excellent condition, fully equipped. Now fishing, price reasonable. Contact D. L. Small, 25 Ocean View Ave., Mystic, Conn.

### **DRAGGER "LINDY" FOR SALE**

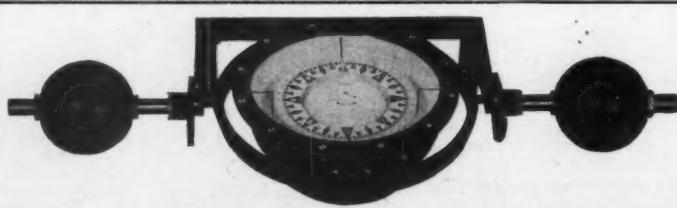
Dragger Lindy, 50' x 15' x 6', D13000 Caterpillar, ship-to-shore radio, 25-watt, 2 sets doors, 6 nets, 2 sets dredges, dory, pilothouse aft. Now scalloping. Price—\$17,000. George D. Olson, E. Washington St., Toms River, N. J.

### **DRAGGERS FOR SALE**

Two 87' fishing draggers, three years old, with 21' beam, 320 Fairbanks-Morse Diesel engines. Will sell cheap. Walter C. Benson, 18 Bartlett Parkway, Winthrop, Mass.

### **OYSTER BOAT FOR SALE**

61' overall x 18'5" x 5'6". Has a Chrysler marine engine, good condition, 3 $\frac{1}{2}$  to 1 reduction gear. Just spent \$4,000 on new timbers, new ceiling, new bulkheads, partly new cabin inside. Boat in good condition, worked all May and June. Retiring, will sell for \$7,000. John Tozour, Box 155, Leesburg, N. J. Tel. Port Norris 329R3.



### **"Ritchie" Fisherman**

7" Reduced Card Compass In Bracket  
An Offshore Compass for Offshore Boats  
Proven At Sea

**E. S. Ritchie & Sons, Inc.**  
112 Cypress St.      Brookline, Mass.

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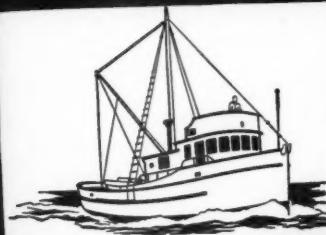
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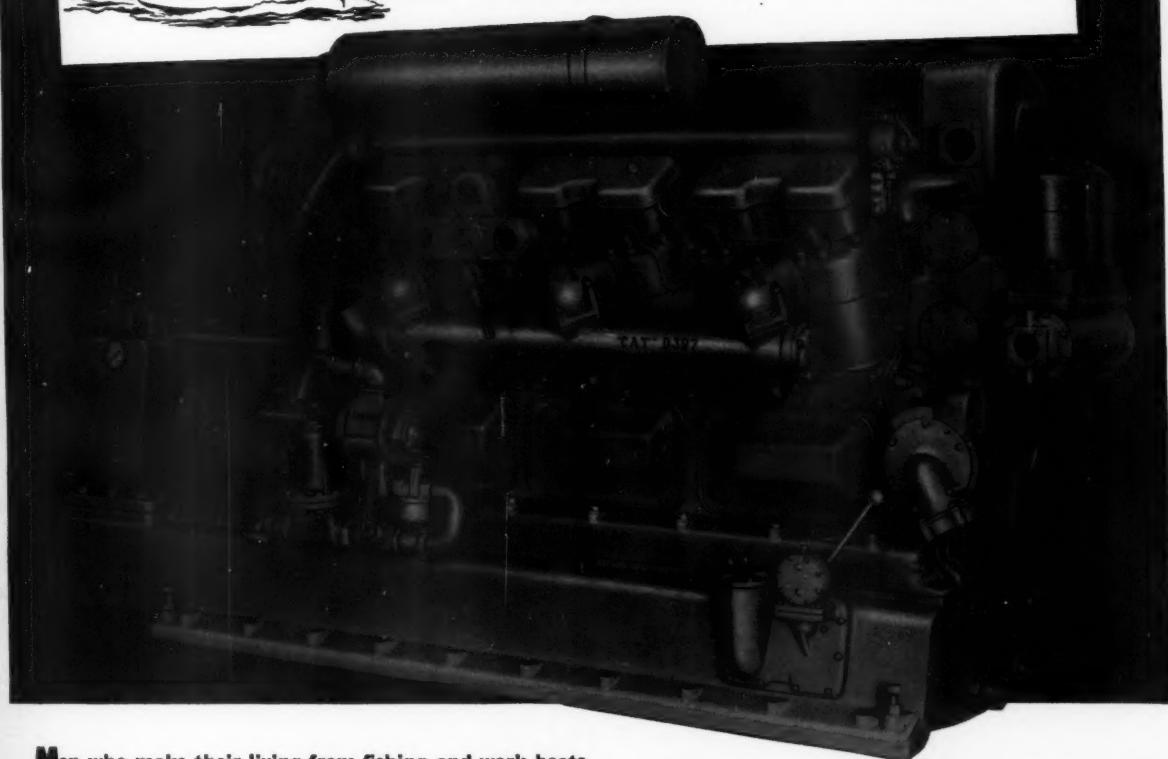
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## New big yellow engines for Marine Propulsion jobs



Men who make their living from fishing and work boats have learned from long experience to rely on "Caterpillar" Diesel power for dependable, long-life performance. They know the "Cat" Diesel will get them there, bring them back.

Now four great new "Cat" Marine Engines, delivering up to 400 continuous sustained horsepower, are coming from the world's most modern engine plant—ready to swing the propellers of bigger, faster vessels. Here's the list:

MODEL	HORSEPOWER	RPM*	CYLINDERS	BORE & STROKE	WEIGHT**
D397 (with blower) .....	400	1200	V-12	5 3/4" x 8"	13,750
D386 .....	320	1200	V-12	5 3/4" x 8"	13,550
D375 (with blower) .....	270	1200	V-8	5 3/4" x 8"	10,250
D364 .....	215	1200	V-8	5 3/4" x 8"	10,050

\*RPM is engine speed.

\*\*Weight includes marine reduction and reverse gear.

**CATERPILLAR**  
REG. U. S. PAT. OFF.  
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Check the engine you want for that new boat, or to replace your present power. Then get the full story from your "Caterpillar" dealer. He's a marine engine expert. His complete parts stock and factory-trained service men are ready to keep your "Cat" Diesels in the top-notch condition that pays off, year after year.

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Box AF-7, Peoria, Illinois

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Signed \_\_\_\_\_

Address \_\_\_\_\_

The C-B powered "Chanco", designed by Tom Bowes, built in 1938 by the Salisbury Shipbuilding Company, as she appears today completely refitted as a trawler after Navy Service. Vessel is owned and operated by W. W. Mills of Seaford, Va.

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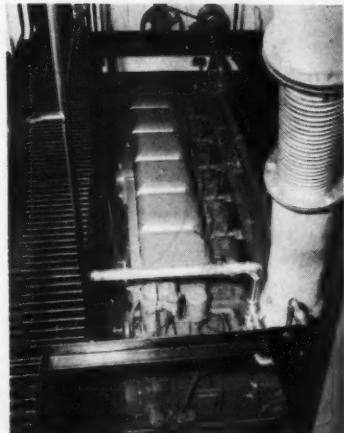


## They took no chance with the *Chanco*

When the "Chanco" was fitted out for trawler service, nothing but the finest of machinery and equipment would do. For propulsion power this meant a tried and proved Cooper-Bessemer diesel.

During the war years the 10-year old "Chanco" served in the Navy as a coastal minesweeper, was later purchased and completely refitted by W. W. Mills. Now the "Chanco" rates as one of the finest, most complete wooden trawlers on the Atlantic coast.

Experience in boat after boat proves that you just can't beat these fine engines for long-lasting efficiency and the plus-value reliability that counts for so much in tough work boat service. For good diesel performance better check with Cooper-Bessemer.



Overhead view of the "Chanco's" 6-cylinder, 300 hp Cooper-Bessemer diesel—best name to be found in any engine room.

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